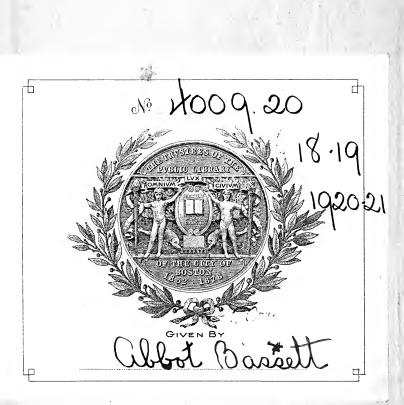
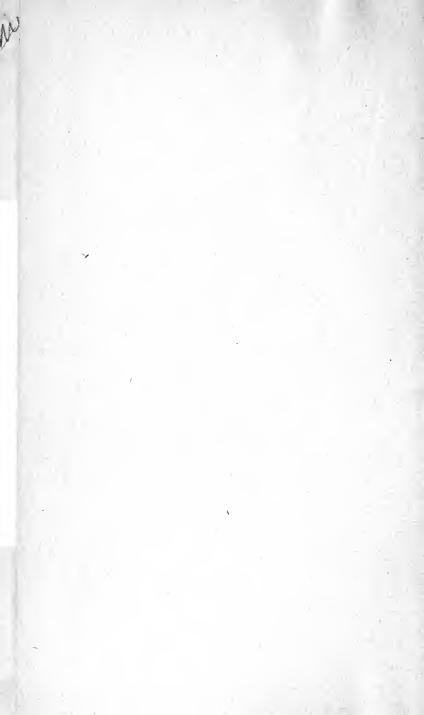


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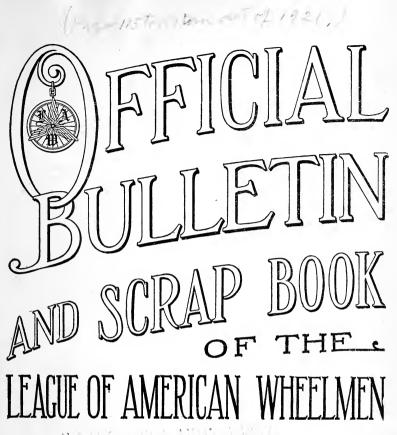








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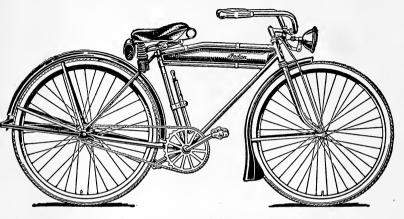
50 Cents Per Year; 60 Cents in Boston Postal District (for extra postage) 5 Cents Single Copy

#### L. A. W. PUBLISHING COMPANY

105 Central Avenue, NEWTONVILLE, MASS.

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## For Your Boy



or for yourself—it makes no difference for you will want an electrically equipped

## INDIAN BICYCLE

With its motorcycle lines, Indian tank battery container, coaster brake, double forks, long-braced handlebars, electric light, and large reflector in represents the biggest bicycle value in the world.

Or if it's a daughter or wife who desires to enjoy healthful out-of-door sport, there are models in the Indian line which give the same great value in the Indian line which

The electrically equipped model is priced at \$45... Ten other models ranging in price from \$26 to \$45.

#### HENDEE MANUFACTURING COMPANY

LARGEST MOTORCYCLE MANUFACTURERS
IN THE WORLD

DEPT. L

SPRINGFIELD, MASS.

## OFFICIAL BULLETIN

## AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

#### ADVERTISING RATES

\$1.15 an inch for first insertion and each new setting. Repeat insertion \$1.00 an inch

Entered as Second Class Matter. January 15, 1914, at the Post Office, at Boston, Mass., under the Act of Congress. March 3, 1879.

Vol. 18. No. 1.

JANUARY, 1920

5 Cents

The Opening Year—Of all the times that gladden us with hope of coming good; of all the seasons cycling round, our fainting souls to cheer, when brave "I will" from out the heart drives timid weak "I would,"—the gladdest and the brightest is the opening of the year. A new outlook for a watching eye, a new start for an unknown trip, a fresher gleam of sky and sun, new draught for a thirsty lip, new time to toil, new sojourn here—the air to breathe of glad New Year.

1920 brings May 31, the fortieth anniversary of the L. A. W. In 1880 Decoration Day, May 30, fell on Sunday and the organization of wheelmen was held on Monday. So will it be this year for Decoration Day occurs on Sunday as before.

The members of the League are newly numbered. The smaller the number the bigger the man who holds it feels.

A visitor in a hospital ward devoted to Ford cases only was very much surprised to find the ward apparently empty. "Where are the patients?" he inquired. "You'll find 'em under the beds making adjustments," replied the attendant. The Open Muffler quartet will now render that little ditty entitled, "He had to get under, etc."—The Motorcyclist

Start the year at zero on your cyclometer and make a note of its reading when we greet another year.

For the many good wishes coming to us on Christmas Cards we are very grateful. There's a lot of good fellowship

left in the L. A. W. and Esstee has good reason for thankfulness for the good share of it that comes to him on Christmas Day.

Chas. Fuller Gates reports a century ride of Lincoln Holland of Los Angeles, Cal., "Lincoln Holland, Sr. rode a century last Sunday, 100 miles in 10 hours on the same Emblem bicycle he used Dec. 1, 1918 and Nov. 30, 1917 for previous century runs. I rode a little way with him on my 25 year old nameless bicycle. He had 84 gear and Vitalic tires, I had 70 gear and Palmer tires. Holland is 58 and I am 53."

The Next Olympic Games will be held in Antwerp, Belgium, and the opening date has been set for August 14, 1920.

—Strike and the world strikes with you. Work and you work alone.

Across the water complaint is made that cyclists are riding in "boots." In our early days a boot covered the leg nearly up to the knee, and it had to be pulled on by straps. Wonder if they are bringing back the regulation boot.

Fortune often fails when most we need it—We once knew a man who complained that he had no place to hang a reminiscence upon. All the houses that he ever lived in had been burned down. It would seem to be the fate of the Wheel About the Hub, under the auspices of the Boston Bi Club, to be similar to that of our old friend. Those who went on the first W. A. T. H. in 1879 took their last meal at Kimball's on the Jerusalem Road, at Cohasset. The tour lay dormant after this but in 1892 it was revived and every year since that date it has been carried out. In 1905 the tourists spent the night at Kimballs. Shortly after Kimballs had a fire which put it out of the question of entertaining the wheelmen. In 1906 the night was spent at the Massapoag House. That winter the hotel went up in flames. For a few years later the night was spent in Sharon at the Tudor Farm Club. And that went up in flames. A change was made to the Tavern at Mansfield. On Dec. 5 last the Tavern was burned and a loss of \$25,000 ensued. The fire was confined chiefly to the quarters of the servants, who lost all their personal effects. Water drenched many of the

hotel furnishings. It is thought the blaze started from sparks of a wood fire, which had been used in place of coal.

The Tavern was built in 1907 by Walter M. Lowney. It was purchased by a group of Mansfield business men, of which Daniel C. Richardson is the head. The burned portion will be rebuilt at once. It may be that the boys may go there again, but why not have a fire when the boys are present?

Bicycles fitted with snow plows and non-skid chains may yet become popular in the outlying, trolleyless sections.

Peoria Then and Now-The Peoria Star, of Peoria, Ill. is looking backward and telling of the good times that were had when Peoria was quite a centre in cycling so far as man-ufacturing and racing were concerned. The Peoria Bicycle Club was organized Jan. 23, 1881. Five bicycle factories and a tire factory came into being in the eighties and it was during these years that the great international tournaments were held. The Hartford race meet was held early in Sept., one week later Springfield entertained the racing men on the track; next came Chicago and then Peoria. There were many live wires among the wheelmen of Peoria. Fred Patee was one of the leading spirits of the place. Harry G. Rouse was the leading dealer in Peoria and he ran the bicycle business on the mail-order system. It was said of him that he would buy anything in the shape of a bicycle and take as many as the seller wanted to get rid of. If there was a job lot on tap Harry was sure of getting it into his shop. S. H. Tripp was one of the best of the riders and pulled down many records on the track. The wheelmen of Peoria were a hospitable set and visitors to the race meets were always sure of a good time and a full stomach. Esstee served as an official at very many race meets in the U.S. but it was not his good fortune to meet the Peoria boys at their home track. A yearly chicken run was one of the regular functions of the club and many were there that were present when the dinner bell rang. Among the first to renew memberships in the League we may expect the Peoria Club to come down with dues. The following members of the L. A. W. are now enrolled from Peoria. We give their names and their numbers taken from the new numbering for 1920.-C. F. Vail. 33; A. W. Koch, 81; C. E. Lauren, 120; S. H. Tripp,

155; M. X. Chase, 209. Fred Patee, 777, a leading spirit of the club is just now digging for Asbestos in Casper, Wyoming.

Milwaukee Spokes of the Wheel-Interest in wheeling is gradually on the increase, but the young element must needs have a guide, and it is well that there are some of the old timers still in the saddle and active to render fatherly advice and help get the youngster started on a straight road. In the formation of clubs and in the conduct of runs tours or races the rider of today has better support than when cycling was in its infancy in the early eighties. There are five local organizations with more or less activity. I will say there are six. The Milwaukee Wheelmen is much in evidence during the winter period when the annual meeting takes place and when the old timers recount the erstwhile happy days. The North Side Cycling Club of a little later age has really two classes of members; the old timers who meet once a year, and the active pedal pushers who meet almost weekly. Throughout its thirty years of existence it has been most active. The Star Pointer, Wauwitosa and South Side Clubs owe their existence to a few active members who are the dominant spirits in these organizations. The North Star Sportsmens Club is composed of a few exclusive members being limited as to membership, but active in all lines. On Jan. 1, 1920 Capt. Zealley of the N. S. C. C. will guide the Year's Run to Thiensville, a distance of 15 miles where the annual dinner will be served. This is a fixture with the club for many years similar to the Chicago Club's 2:50 run to Pullman. A Merry Christmas and may the vear 1920 bring in less troublesome times

Louis Pierron, in the saddle since '79.

D.S.Hasbrouck, of Peekskill, New York, doesn't like the rhythmical note that appeared in the December number. He indicates that he lives in a dry and cold town and sighs for cider and coal. There are others. As we pen this squib the weather bureau tells us that New England is the coldest place in the U. S. at this time. Let him cheer up. The worst is yet to come. February is generally too cold to command our respect.

"Say, Esstee, where d'you get that stuff about the Merrie Christmas cup? It's sure a case of 'treat 'em rough' for those dry souls who fain would sup. Or were those juicy roots of Hires o'er shadowing your rhyming vision? and that gay spiel of cheerful fires listens to me like pure derision, for here in York state you should know that light and heat are but a mock. We shiver 'neath the flakes of snow and go to bed at five o'clock and so we hope when Santa starts down from his store-house near the Pole he'll load his ship, to cheer our hearts, with cider (sweet) and tons of coal."

Handcuffed to a Bicycle—On May 1, Tony Pizzo and John Devine, two sailors recently discharged from the Navy, overhearing a remark of "Fatty" Arbuckle, that no one could ride across the American desert on a bicycle, made a wager with him that they could not only ride across the American desert on bicycles, but could do so handcuffed.

Therefore, on May 19, on the dance floor at Venice Beach before a crowd of some 20,000 people they were handcuffed to two bicycles. The locks were filled with melted lead, and after being given letters by the Mayor of San Francisco, and the Governor of California, and the good wishes of the movie world, they started on their trip. One can hardly realize the trouble that these two riders were put to, for they had to eat, drink, wash and take care of themselves generally while handcuffed to their wheels. At Hutchinson, Kan., Devine had a fall which splintered his collar bone, and made it impossible for him to continue the trip. Pizzo being very determined, left his pal and continued on to New York. He made a stop at Washington, and arrived at New York City on Nov. 1st. A tough job, but what does it amount to?

A Weather Road Map—The first weekly weather road map and data relating to the condition of highways throughout New England, issued from the Boston branch of the Weather Bureau, is now at hand and proves how exhaustively its sponsors have gone into the task of putting forth information which should prove of great value to pleasure and business traffic. Practically all main routes of traffic from Maine to Rhode Island have been covered in the summary of prevailing conditions of highways, while there also is forecasted the probable conditions of roads for the last of this week and the first of next.

The new service consists of a map of New England, forecast and present condition of highways. During the winter the amount of snow in different sections will be designated by clear spaces, where the covering of snow is less than four inches; single lines where the snow is four inches deep and criss-cross lines where the depth is more than eight inches. The first map has no cities to help give a more definite idea of locations, but the chief cities of New England will be marked in succeeding maps.

The information contained in the new service tells its own story, although a little late. We give it as a sample of the

information that will be given in future.:

Northern New England—Condition of improved roads will remain unchanged. Earth roads will soften up and be

slippery on Friday and Saturday.

Southern New England—All main highways will be but little affected by weather changes. Earth roads will soften up during the day and freeze at night until Saturday. But little change anticipated for first of next week.

"A bachelor," remarks a disappointed lady, "is a man who lives alone with the one he loves."

With leap year at hand, to the query received, and penned in a feminine hand, asking how long men should be courted, the answer that suggests itself is, In about the same general manner in which short ones are.

The Motorcycle and Bicycle Illustrated left New York City as a place of publication on account of the printers' strike. In future it will be published at Hartford, Conn., and the present New York Office at 450 Fourth avenue will be maintained for the time being. Unable to issue a paper for several weeks the proprietors have published a "catch up" number which bears the dates Oct. 16-23-30 and Nov. 6-13-20 as well as that of Nov. 27. In it is summarized the news that would under more fortunate conditions have been published in these issues as they appeared on their regular publication dates. We congratulate our esteemed contemporary that it is in the saddle once more and once more pushing the pedals.

It's hard these days to find a laborer who isn't sure he is worthy of his higher hire.

The Westfield Manufacturing Company, makers of the Columbia bicycles, have announced a new schedule of prices for the 1920 line. The Model 04 and 05, the chainless, leads with \$72.50 and the adult models run from that figure to \$52.50. The juveniles range from \$43.50 down to \$41.50. The latest scale of Columbia prices follows: - 04, Men's Chainless, \$72.50; 05, Women's Chainless, \$72.50; 006, Men's Chain Motorbike, \$60.00; 06H, Camel Back, \$52.50; 010, Men's Chain Service, \$57.50; 011, Men's Chain Racer, \$62.50; 012, Men's Chain Superb, \$60.00; 013, Women's Chain Superb, \$60.00; 016, Men's Chain Roadster, \$52.50; 016W, Women's Chain Roadster, \$52.50; 01A, Men's Chain Roadster, Archbar, \$55.00; 01B, Men's Chain Military, \$52.50; 012, Weatherproof, \$60.00: Juveniles:— C206, Boy's, \$43.50; C204, Boys', \$42.50; C200, Boys', \$41.50; C207, Girls', \$43.50; C205, Girls', \$42.50; C201, Girls', \$41.50.

#### HISTORIC DATES OF CYCLING

1881,Oct. 6,—Meeting of L. A. W. Board of Officers at New York City. Hand Book is issued. Cash on hand \$1382.50. Lamson badge adopted.—Three wings and L. A. W. in openings between. League races at Manhattan Polo grounds. One mile championship won by Lewis T. Frye in 3m. 12½ sec. Two mile championship, Wm. Smith, of Bristol, England, in 6:35¼. 1 mile race, Fred Jenkins beats C. Kirk Munroe. 5 mile, W. M. Woodside. 1881, Oct. 6,—Races at Attleboro Fair. Wheelmen entered

1881, Oct. 6,—Races at Attleboro Fair. Wheelmen entered in races required to pay fare into grounds. Led by W. W. Stall, they refused to race. A long controversy with mana-

gers. No races.

1881, Oct. 16,—Boston vs. Mass., 10 mile race. For Boston, W. W. Stall, Josiah S. Dean, Chas. L. Clark. For Mass., A. D. Claffin, G. E. Alden, H. E. Parkhurst. Won by Boston, which made best average time.

1881, Oct. 31,—Richard Howell won 1 mile professional championship of England against Fred Cooper, at Belgrave

Road in 2.55.

1881, Nov. 1,-Bicycling World removes from Water St.,

Boston, to Pemberton Square.

1881, Nov. 1,—Chas. E. Pratt, President of the L. A. W., elected president of the Boston Common Council.



# umbia

Forty years ago Columbia Bicycles - the first

American-made bicycles — were put upon the market. They were given a very cordial reception. They introduced, even in those pioneering days, the highest ideals of construction excellence.

Almost overnight, they leaped into popular favor a popularity which, as the years have come and gone,

has become nation-wide - universal.

Today, Columbia Bicycles, developed and improved through two generations of constantly striving for perfection, are recognized as Standard of the World.

They represent the utmost in durability, strength, service, ease and comfort, trimness of design, snappiness of appearance.

And there is in the 1919 line a model for every man, woman, boy, or girl — a model to meet every individual requirement, every fixed price limitation.

Described and pictured in the 1919 Columbia

Catalog.

Sent anywhere on request.

### **Westfield Manufacturing Company**

Dept. 22 WESTFIELD, MASS. 1881, Nov. 7,—Boston Bi Club leases house corner of Union Park and Tremont Street, \$1500 a year. Membership of club, 90.

1881, Nov. 18,—Mass. Bi Club leases headquarters at 194 Columbus avenue, under Hotel Lafayette. Opening of new

quarters on Nov. 28.

1881, Nov. 18,-Wm. Winter, of the New York Tribune, catches the bicycle fever, from his son Percy Winter, and

becomes wheelman.

1881, Dec. 1,—Louise Armanido, coached by Prof. Rollinson, takes to the bicycle as a rider and racer. Challenges Elsa Von Blumen for a bicycle race at any distance from 25 to 100 miles for the female championship of the world.

1881, Dec. 3,-Elsa Von Blumen rides on a bicycle, at

Pittsburgh, Penn., 1000 miles in 6 days.

1881, Dec. 19,-50 mile race at American Institute track, New York. George D. Gideon, of Phila., wins over Cuthbert D. Vesey of England, in 3h., 13 min., 8½ sec. Vesey retired at 32 miles.

1881, Dec. 31,-W. D. Wilmot, of the Mass. Bi Club, completes his stunt of riding a bicycle every day in the year.

1882, Jan. 1,-Boston Bi Club opens new club house in Union Park. A large gathering of Boston wheelmen gathered to dedicate the new house.

1882, Jan. 5,—A five lap bicycle track laid in the Boston

Mechanics Institute Building.

1882, Jan. 13,—Josiah S. Dean becomes associate editor of the Bicycling World.

1882, Jan. 14,-International races at the Boston Institute track, 10 mile amateur race. Lewis T. Frye, of America wins over Cuthbert D. Vesey of England. Time, 35:44½. 10 mile professional race, John Keen, of England, wins over John S. Prince, of Boston. Time, 33:03.

1882, Jan. 19,-Vesey and Keen promised to try another race with both Frye and Prince, but they suddenly sailed for home without keeping their promise. Much indignation

over the affair.

1882, Jan. 25,-Marine Bicycle Co. formed at Portsmouth, N. H. to make a catamaran bicycle for use on the water.

Chas. A. Hazlett, President.

1882, Jan. 27,-Pope Mfg. Co. publishes a list of 75 patents covering the bicycle and its parts. These they have purchased and they gave warning to other makers not to



## Built for Service

Husky where huskiness is necessary, nothing sacrificed to meet cost limitations—lasting, unwavering strength—those are the things that for 18 years have maintained the supremacy of the

## Corbin Duplex Coaster Brake

Easily regulated but powerful grip, design simplicity, smooth ness, flexibility, action positiveness. A brake that does its work regularly and well.

Fred St. Onge's new book on how to ride and care for your bicycle sent free on request



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## "The Cheapest Life Insurance"

is what COLUMBIA LOCK NUTS have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.



REGULAR



IMPROVED

#### Not like other nuts, they will NOT shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send as size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—FREE. A booklet with prices mailed on application.

COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

infringe any patent on the list. They claimed that other makers and importers should take out a license and pay a royalty of \$10 on every bicycle made or imported. In 1883 the income of the company from these royalties amounted to \$50,000.

1882, Jan. 28,—Bicycle races at Institute track, Boston. 5 mile race won by Lewis T. Frye. 2 mile race won by H. D. Corey. 5 mile race won by John S. Prince.

1882, Feb. 3,-The new Expert Columbia written up in

the Bicycling World.

1882, Feb. 8,-Elliott Mason opens Columbia Riding School in New York City. Many wheelmen present at the opening.

1882, Feb. 17,—Boston Bi Club discards its club colors—

Red. White and Blue—and adopts Green and Silver.

1882, March 9,-Fourth annual meeting of the Montreal

Bi Club. H. S. Tibbs president, J. D. Miller, Sect.

1882, March 9,—Louise Armaindo rides against time at Armory Hall, St. Louis 617½ miles in 51h. 36min. 100 miles the first day.

1882, March 10,-Five mile bicycle race at Chicago won by L. W. Conkling, won in 18:15. Burley B. Ayers, 18:39.

1882, March 17,—Kate Field writes of knee breeches in the Bicycling World. "There is nothing whatever to be brought forward in favor of trousers except that they serve to cover up bad legs. Men without calves, when arrayed in the broadcloth of the period, are as pleasing as Apollos. But shall all male beauty be sacrificed to the calfless? Cannot art assist nature and supplement proportions akin to the meagre pipe-stem? Men on the stage are no better formed than those off, yet they creditably endure the ordeal of knee breeches. Moreover, small clothes can easily take the place of stockings, and thus overcome the objections of the lank and lean. Here let me ask why there are undeveloped legs. Do they not indicate physical degeneracy, neglect of athletic sports, by which beauty of form is attained? To be brought face to face, or literally leg to leg with deficiencies, is the first step toward improvement." The above was written at a time when we surely thought the bicycle would put out of existence the trousers of our fathers. But the trousers are still with us.

1882, March 24,-The Central Park case to allow bicycles in the Park, argued in New York Supreme Court before Judge Lawrence. On July 25 Judge Lawrence decided against the wheelmen. He claimed that the Park Commissioners had the right to make rules refusing admittance of bicycles in Central Park. This was the case where three N. Y. wheelmen rode wheels in the Park in order to make a test case. The next move by the L. A. W. took the case

to the New York Legislature.

1882, March 27,—L. A. W. Board of Officers meeting in New York City. Membership reported 1667. Arthur L. Atkins said to be a professional because, as a salesman for the Pope Mfg Co., he taught purchasers to ride the bicycle. He was expelled and reinstated immediately. First Racing Board appointed: —Clymer White of Baltimore; L. H. Johnson of Newark, N. J.; Edward C. Hodges of Boston. S. A. Marsden of New Haven elected Commander. Voted to hold annual meeting at Chicago.

1882, March 31,—Overman Wheel Co. organized to make tricycles. Machines to be made by Ames & Co., of Chico-

pee, Mass. The first pattern not a success.

1882, April 1,-Newton Bicycle Club organized. Still in

the saddle.

1882, April 6,—Fast Day. Races at Institute Track. Geo. D. Gideon makes a mile in 3:5¾, beating the record of W. S. Clark 3:8¼ made Jan. 31, 1880. 5 mile handicap, J. S. Dean with a handicap of 280 yards wins first place. Geo. D. Gideon, on scratch. Time 16:10¾ best on record. Ten mile professional race won by J. S. Prince in 16:41½. 1 mile amateur, Ralph P. Ahl, first; Geo. D. Gideon 2nd. Exhibition of bicycles an attraction.

1882, April 8,—Races by Mass. Bi Club at Institute Track. Ralph P. Ahl puts the one mile record below 3 minutes, making a record of 2:585%. Adams D. Claffin wins two mile

race in 6:213/4. Best on record.

St. Louis County, Minn., by a vote of about 9 to 1, carried on July 1 a proposition for the issuance of road bonds to the amount of \$7,500,000. This is the largest sum ever voted or set aside for road building by any county in the United States. The second largest was that of Dallas County, Tex., voted a few weeks ago, of \$6,500,000.

Teacher. — Why is it said that "the King can do no wrong"?

Bright Boy. — 'Cause the Queen watches him.

#### NATIONAL ASSEMBLY DELEGATES

Under the Constitution, L. A. W., the basis of representation in the National Assembly must be made from the membership Dec. 1, in each year.

The membership Dec. 1, 1919, gives to the States the

number of representatives as below set forth:

New York, 7; Mass., 7; Penn., 6; N. J., 3. Two each from R. I., Ill., Conn., Mo., Ohio.

One each from Calif., Colo., D. C., Fla., Ind., Iowa, Ky.,

Me., Md. Mich., N. H., Wis.-45.

Article V of the Constitution provides for the nomination

of candidates.

Sec. 3. Nominations for the office of representative may be made by not less than five members who shall file the same with the Secretary-Treasurer during the month of January.

The election takes place in March. The Assembly will

meet on Sept. 9th.

ABBOT BASSETT, Sec.-Treas.

Restful Resting.—A wise physician, when sending a patient on his summer vacation recently, said: "On your drive don't try to get anywhere. Any place is a good place to stop, if you stop before you are tired. Don't try to cover any prescribed distance in one day. Don't make or keep any engagements. Be criminally lazy. Avoid folks. Fish. When tired of fishing, lie down under a tree and look up. If you fall asleep, sleep. When you wake up, fish some more. Forget that you ever lived before that one day."

The ability of a man to fill his mind full of one day depends on his having trained himself to see things out of doors, to fill himself with the immediate pleasant present without having to draw on the unpleasant past. Happy is that man who can get fourteen days of rest out of a two

weeks' vacation.

"Why not?"

<sup>&</sup>quot;I don't see how a watch can keep perfect time."

<sup>&</sup>quot;Well, time flies, but a watch only runs."

## Veeder Cyclometer for Bicycles



Simplicity

Accuracy

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle Price \$1.50.

#### Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$3.00.

#### Veeder Motorcyle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

#### Veeder Odometer

To register mileage of automobiles and horse-drawn vehicles.

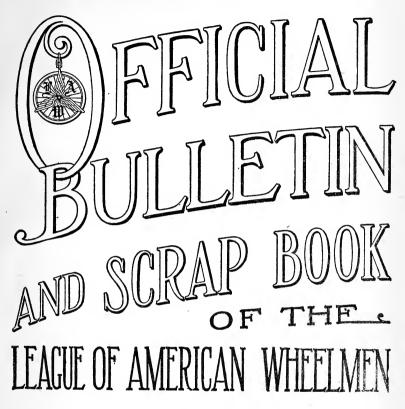
We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

#### The Veeder Manufacturing Co.

Hartford, Conn.

C. H. VEEDER, President H. W. LESTER, Secretary D. J. Post, Treasurer.



PUBLISHED MONTHLY

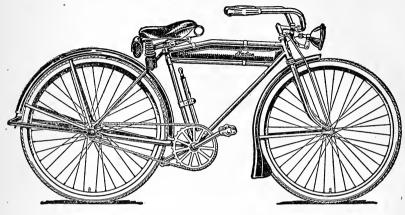
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February weather greets us, the shortest month of all the year, when the johnnie-jump-ups jump up and the cowslips slip once more. Then our tires we shall pump up, just as in the days of yore. For when spring arrives from Springfield we shall pedal through the park, where the hobos from Hoboken sweetly rest from dawn till dark.

The treads of life run smoothly when we spin them on a bicycle.

A Tandem-riding couple are likely to be thrown together more or less. •

Wife—Tom, don't you think the worst part of the snow-storm is over?

Hub-No; the worst part is shovelling it off the walk.

The best living definition of a saint is the man who simply says "Hang it!" when he punctures a tire.

Carlton Gazette—"The new marshal says he is determined to enforce the ordinance against chickens running at large and riding bicycles on the sidewalk."

Our new address.—The new plan for numbering stations in the Boston Postal District became effective on Jan. 20th. There are 95 postal stations in the Boston District and each one of these has been given a number, which should be added to the address. Our new address should be as follows: Abbot Bassett, Newtonville 60, Mass.

Boston Bicycle Club.—The forty-second annual meeting of the Boston Bicycle Club was held at the Boston Art Club on January 14th. The following officers were elected: President, Charles C. Ryder; Secretary-Treasurer, Augustus Nickerson; Captain, Walter G. Kendall; Governing Committee, Augustus Nickerson, J. J. Fecitt, W. H. Edmands, Theodore Rothe and Frank P. Sibley.

A good road bed is the best place for a tired wheel.

Veteran Bar.—Many years ago there was issued a Veteran Bar of the L. A. W. Many of them were sold. The demand for the bar has ceased and there will be no more made. The Secretary has just one of the bars left. Price \$3. First come first served. Don't send money until you know that you are the lucky one. Failure to respond to an order will indicate that some one else is the lucky man.

Saint Louis Licenses.—In the year 1919, 3,256 aspiring wheelmen paid the required visit to the City Hall to deposit one dollar for the privilege of propelling a bicycle over the city's streets; 1,071 other St. Louisans applied for the right to operate motorcycles, not even half of the number who were satisfied to use human power as a means of propulsion.

Another fact which seems to further the "come back" plea is that, this fall two of our leading Sunday papers printed magazine feature stories together with photographs entitled "The Return of the Wheel." Everything seems to point to the one phrase and that is, 1920 will far exceed any previous year, barring of course the "early 90's" in both the sale and use of what affords the greatest amount of pleasure with the least amount of expense attached.

—The Bicycle.

Fred St. Onge, known throughout the country in the early days of cycling as a racing man, of later years as a trick cyclist, and more recently as a cycle booster of ability, has connected with the Hendee Manufacturing Company, Corbin Screw Company and the Continental Rubber Company as a travelling bicycle educator.

Saint Valentine.—This is the month sacred to Saint Valentine and we have no information to the effect that he rode a wheel. And yet he is responsible even to this day for the circulation of countless love messages. St. Valentine was a bishop and martyr of the church, who was put to death at Rome for his faith during the persecution under Claudius II, February 14, 270. St. Valentine is said to have been a man of most admirable character, noted for his love and charity. The custom of choosing valentines on his day is of considerable antiquity, and it was an early belief that birds began to mate on this day. On the eye of St. Valentine's day young people of both sexes used to meet and each of them drew one by lot from a number of names of the opposite sex, which were put in a common receptacle. Each gentleman thus got a lady for his valentine, and became the valentine of a lady. The gentlemen became bound to the service of valentines for a year.

Best on Record.—In March 1894, the office of the L. A. W. was removed from Boston to Chicago. In March 1895 the office came back to Boston. That was twenty-five years ago. What changes have been made since then. We have seen the L. A. W. grow to a membership of 105,000 and we have heard it drop to a much lower figure. Another long record of service dates from Jan. 17, 1887. That was thirty-three years ago when Esstee was elected Secretary. There are on our list seven members of the L. A. W. who were at Newport when the League was organized in 1880. On May 31, next ensuing, these seven members will have been with us 40 years. Seventeen members in addition to the seven founders will complete 40 years of membership during the present year. May they all be with us to complete a half century.

Pauline Hall died at her home in Yonkers, N. Y. on Dec. 29, of pneumonia. She was a noted light opera singer and was on the stage for more than forty years. Her last appearance was in Yonkers, a short time ago. She contracted a cold on this occasion and it was this that caused her death. She was a great favorite with the bicycle boys, and was made an honorary member of many cycle clubs. She was very much interested in riding the wheel. In

Boston she hired a wheel of the Cunningham Co., and after doing so she requested the manager to find her an escort about Boston. The late C. W. Fourdrinier was recommended and the two rode together very often. The Rover Cycle Club, of Charlestown, made her an honorary member and she rode with the club on many occasions. When she was on the stage in Chicago the Chicago and the Lincoln cycling clubs took the whole house one evening and gave her a big reception. She was of German descent and was born in Cincinnati. Like many other comic opera prime donne she began her career on the burlesque stage, where she appeared for the first time in Edward Rice's "Surprise Party." She had numerous successes, the most notable of which was probably in "Erminie," in which she sang for several seasons with Francis Wilson. In her association with wheelmen she was ladylike and dignified. She was a strong rider and an agreeable companion and the boys who were in evidence on those delightful occasions have very many pleasant memories of her. When she was last in Boston she could be seen on stormy nights making her way home from the theatre, alone, taking a street car, for she was economical, but not miserly. She was a woman greatly to be respected for her pluck, cheerfulness and kindly nature.

A Matter of Climate.—Is a man perfectly happy if he cannot keep warm? And again, does happiness come when one is too warm? Why not a League of States to secure an even temperature in the U.S. Variety is the joy of life. Just listen to what a Californian says about the climate of his State:-"There is one thing that residents of the Pacific coast take just pride in, and that is the Southern California climate, with the brand blown in the bottle. At this season of the year the contrast in the atmospheric conditions between Southern California and the East is simply marvelous and is to be experienced to be appreciated. In the East old Boreas has been on a rampage, and Jack Frost has nipped the ears of the rich and the poor. Here in the glorious country of Southern California the air is redolent with the rich fragrance of the orange blossom, the air is as balmy as a day in June. The birds seem to sing more sweetly; the sun shines brighter and warmer. The orange

trees are heavily laden with their golden fruit. The Eastern wheelman has carefully wrapped his faithful old bike in canton flannel, and it has been relegated to the cold and cheerless cellar. Its owner has for the nonce given up bicycling, but can be found at the club, narrating the incidents of the past season. Here the wheel is never stored, but is used by its owner the year round." Very true, but how about skating, snow-balling, sleighing, coasting with the girls, snow-shoeing? There's a lot of fun in a cold climate for the young fellows, but there are some of us old fellows who sigh for the ever-present warm weather of the Pacific Coast. As we write the mercury in the thermometer points to zero.

A Cyclist's Adventure.—I am very strong in my opinion that an incident happened one Sunday on Long Island, N. Y. in the early 90's. While riding my bicycle through Patchogue on a hermit century run I was unfortunate enough to be caught in a speed trap and was haled before the local dispenser of the law. Appearing before that worthy, I was tried, found guilty and the customary fine, which, I believe, was divided between the Justice and the officer who made the arrest, imposed.

Not being in the habit of carrying much more money than would cover my probable daily expenses on these trips it was necessary for me to borrow in order to pay the fine.

Being known by one of the local hotel keepers, who had acted the part of a Good Samaritan before to others of his patrons who had got into the speed regulator's net, I decided to appeal to him. Leaving my bicycle with the Justice as security, I started off to raise the amount of my fine.

While on my way to the hotel I unexpectedly met a friend who was riding through the town and who volunteered to supply the funds necessary for my release and we started for the home of the Justice.

Reaching the house, we found that his Honor had gone out but would soon be back, and, it being warm, we decided to wait outside. Pretty soon we heard a puffing like an Erie locomotive on an upgrade and our judicial friend appeared, jumping off my wheel in front of the gate and explaining that he had "just been trying her out."

Under the circumstances the Justice felt that it would be hardly proper to fine me, so he graciously remitted the fine. And not only did he do that, but he hauled up a bucket which was hanging in the well, brought out glasses, and, let me tell you, it was neither ginger ale, grape juice nor lemon soda.

—W. G. T.

The Old Ones are hard to beat.—A writer in the C. T. C. Gazette tells of a race with an "Old One." He was riding in the neighborhood of Berkhampstead when he came upon an elderly cyclist with snow white hair. He rode along with him for a bit, and then speeded up under the impression that he would quickly leave the grey-beard behind him. In recording the sequel, he writes as follows:—"As I had a fixed gear and timber wheels, I at once 'froze on,' thinking I had an easy job and would show my aged friend a pretty turn of speed after I had humoured him a little. But, after Berkhampstead, things began to brighten up a bit; faster and faster moved the bald head in front of me, and I settled down to work in earnest, realising it was not such a soft matter after all. After King's Langley I thought I would bring things to a climax, so I put my head down and forged ahead—'all out.' But like a leech the old fellow stuck to my back wheel, and nothing I could do would shake him off! It was with a sigh of relief that I parted from him at Watford, for I was almost 'blown,' while the enemy seemed good for many a mile more. I looked at my watch; we had come the last 10 miles in exactly half an hour. I have distrusted old men with bald heads ever since—or at any rate I look at them twice before accepting a challenge for a speed trial!"

#### HISTORIC DATES OF CYCLINC

1882, April 28,—McKee & Harrington, of New York, advertised, in the Bicycling World, a new kind of bicycle. Both cranks project forward. The advertisers claimed for it greater power on hills and rough roads since the push is a combined one with both feet. The Lallement patent covered the alternating crank movement. Therefore this machine did not infringe the Lallement patent. The purchaser did not, it was said, get a bicycle that infringed, but after the purchase the owner could take off one crank and turn it

the other way. It was a great joke but it did not work, and we hardly believe that the makers had many calls for the freak.

1882, April 29,—Hill-climbing contest on Bellingham Hill, Chelsea, Mass. 1060 feet climb. Grade 1 ft. in 10. 8 competitors. Won by Geo. C. Bosson.

1882, May 12,—Pope Mfg. Co. withdraws advertising from the Bi World. A dispute between Colonel Pope and the owner of the Bi World over the policy of the paper was the reason for discontinuance. The beginning of a war in the cycling world which lasted several years.

1882, May 13,-Fairmount Park, Philadelphia open to

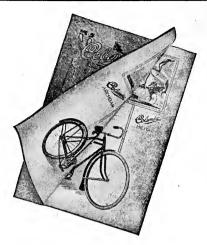
the riders of bicycles.

1882, May 25,—Prince and Armaindo engage in a 50 mile race at Institute Track in Boston. Armaindo allowed 5 miles, Prince wins, and makes a new professional record from 2 to 30 miles.

1882, May 27,—American Branch of the British Bicycle Touring Club holds a parade, meeting and dinner at New York.

1882, May 30,—Annual Meet of the L. A. W. at Chicago. A parade with 294 riders in line. S. A. Marsden, Commander. New By Laws and new racing rules adopted at the business meeting. Officers elected—President, Wm. H. Miller, of Ohio; Vice President, Albert S. Parsons, of Mass.; Secretary, Kingman A. Putnam, of New York; Corresponding Secretary, Angus S. Hibbard, of Wiss; Treasurer, Wm. V. Gilman, of New Hampshire. Office of Commander given up. Banquet and speeches by Mayor Harrison, President Miller, E. C. Hodges and others. There was a race meeting on the first day of the Meet at Chicago Driving Park. Races won by W. A. Friese of Milwaukee; Arthur Young of St. Louis; Edward Brown of Chicago; and C. H. Jenkins of Louisville. Among the prominent bicycle clubs in line of parade were-Boston Club, 9 men; Mass. Club, 4 men; Louisville Club, 8 men; Chicago Club, 16 men; Pittsburg Club, 4 men; Cincinnati Club, 14 men; Providence Club, 3 men; Milwaukee Club, 18 men; Missouri Club, 14 men.

1882, May 30,—Meet of Essex County (Mass.) wheelmen at Lawrence, Mass. Officers elected: President, Mahlon D. Currier; Vice President, E. F. Davenport; Sec-



THE 1920



The 1920 Columbia Catalog giving in illustrations and full detail, descriptions of the various models comprising the 1920 line is now off the press and ready for distribution.

Construction excellence — always the Westfield watchword which has built and maintains the Columbia reputation of "Standard of the World" — is reflected in this latest catalog — a veritable encyclopedia of all that is most worth while in present-day bicycle construction and achievement.

We will willingly mail a copy of the new 1920 Columbia catalog without obligation to any address

furnished us.



Westfield Manufacturing Company Dept. 22 WESTFIELD, MASS.

retary, J. Fred Adams; Treasurer, J. S. Burbank; Com-

mander, W. O. Faulkner.

1882, June 1,-Wm. J. Morgan, a Canadian racing man takes up his residence in Boston, and enters upon a cycling career not ended at the present day.

1882, June 1,-Citizens Bicycle Club formed in New York. President, Rev. T. M. Brown; Capt., N. M. Beck-

with: Secretary-Treasurer, Thomas C. Smith.

1882. June 7.—H. L. Cortis of England rides a mile in

2:41 1-5.

1882, June 26,—Pope Mfg. Co. wins suit against McKee & Harington, including an injunction. The defeated party takes out a license from the Pope Mfg. Co. which allows the firm to sell, upon payment of a royalty, all bicycles that they had on hand. M. & H. sold their bicycles and went out of the bicycle business for all time.

1882, June 26,—First code of racing rules published in

the Bicycling World.

1882, July 4,-The Newton Bi Club conducted a fancy-

dress and burlesque parade at Newton.

1882, July 4,—City of Boston conducts races on Boston Common. 2 mile professional won by John S. Prince; 1 mile amateur, by Will R. Pitman; 1 mile tricycle, by Harry Percival; 1½ mile by E. P. Burnham.

1882, July 4,—Geo. M. Hendee wins his first race at

Springfield. ½ mile in 1:49.

1882, July 11,—Alpha Tricycle Club formed at Newton, ass. The first tricycle club in the U. S.

1882, July 15,-Lincoln Park, at Chicago, open to riders

of the bicycle.

1882, July 21,-Frank W. Weston, of Boston, sails for England. Boston wheelmen bid him "Good Bye" at the wharf. Chas. E. Pratt sang an original song.

1882, July 27,-H. L. Cortis makes a record ride of 20 miles within the hour. 20 miles, 297 yards in 59:31:45.

1882, Aug. 1,-Annual election of L. A. W. Chief Consuls and Representatives. 361 votes cast.

1882, Aug. 1.—T. R. Marriott, of England, rides a Humber tricycle on the highway, 180 miles in less than 24 hours.

1882, Aug. 2,—H. L. Cortis makes a record ride of 20 miles, 325 yards, at Surbiton, England, in 59 min. 20 and 1-5th sec., beating his own record.



#### Built for Service

Husky where huskiness is necessary, nothing sacrificed to meet cost limitations—lasting, unwavering strength—those are the things that for 18 years have maintained the supremacy of the

## Corbin Duplex Coaster Brake

Easily regulated but powerful grip, design simplicity, smoothness, flexibility, action positiveness. A brake that does its work regularly and well.

#### **Corbin Screw Corporation**

American Hardware Corporation, Successors NEW BRITAIN, CONN.

Branches
NEW YORK CHICAGO PHILADELPHIA

Fred St. Onge's new book on how to ride and care for your bicycle sent free on request.

1882, Aug. 16,—Alfred Nixon, of London, rides a tricycle from John O' Groats to Lands End, 1007 miles in 13 days, 23 hours, 55 min.

1882, Aug. 18,—English Championships published. 1 mile, Frank Moore, 2:47 2-5; 5 miles, J. S. Whatton, 15 min. 12 3-5ths sec. Later Frank Moore came to America and ran away from all our racing men.

1882, Aug. 28-29,—League of Ohio Wheelmen Meet at Columbus. Officers elected—President, H. S. Livingston; Vice President, Fred T. Sholes; Sec.-Treas., D. E. Barnum. Parade, 125 men in line. Champion City Bi Club of Springfield, Ohio took prize for largest number in line. Banquet in the evening.

They get there.—The thousands that pedal to and from their work, instead of depending on electric and steam lines to transport them, also are relieving the common carriers, already overburdened, of an enormous task. The men who ride on bicycles to the shop and factory, moreover, are almost sure of punching the time clock on the second, no matter how stormy the morning, for they are independent of trolley cars, interurbans and railroads, that often are forced to cease operations or abandon regular schedules because of storms.

To these 2,494,00 workingmen, the bicycle affords the most efficient, dependable and economical means of transport possible. The saving in daily street-car fare alone pays for the \$50 wheel in less than two years, but at the expiration of that time the bicycle is good for many more years of service, the average life of a bicycle being computed at 7.8 years.

The Bicycle Still Exists.-Increased street car fares and railroad fares are serving to revive the demand for bicycles, and thousands of people who not long ago regarded the wheel as a thing of the past are riding them again. Business men and mechanics who live sometimes several miles away from their work can get back and forth with comfort on a bicycle, and many of them are doing it again to save money. The bicycle, in the first place, had the tendency to make the workers get out into the country and away from the factories in which they worked. They left the crowded tenement districts and moved to the outskirts of cities, where they could have a garden and plenty of fresh air. The bicycle finally gave way to the street cars, with the suburban lines, which brought the people in with greater speed and less exertion. Bicycles have for several years been regarded as toys rather than utilitarian vehicles. Thousands of children own bicycles today, and many youngsters living in towns use the wheels to and from work on the farms nearby. This has gone far toward solving the help question in market gardens. With girls and women the bicycle seems to have lost its charm. This may be due to the fact that they can't wear the modern tight skirts on the wheels or that nothing but automobile rides satisfy them now. But the high cost of living may make their salaries look smaller than they did a year ago and the girls may take to the wheel again to save car fare and at the same time get some good physical exercise.

## "The Cheapest Life Insurance"

as what COLUMBIA LOCK NUTS have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.







TMPPOVET

#### Not like other nuts, they will NOT shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—FREE. A booklet with prices mailed on application.

COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn.

As a means of getting back and forth from work the bicycle seems to be winning back much of the prestige it enjoyed a score of years ago. Men living within a mile or two of their work find that they can pedal to business in a few minutes, and can even get home at the lunch hour. There are few factories today where special arrangements are not made for the storage of employees' wheels while the men are at work.

When a man is getting on well we usually mean he is getting off well.

#### NOMINATIONS FOR NATIONAL ASSEMBLY

The following delegates have been regularly nominated for the National Assembly, L. A. W.

We publish in addition the members ex-officiis.

New York—W. W. Share, Fred W. Brooks, N. S. Cobleigh, H. W. Bullard, Fred'k G. Lee, George B. Woodward, James M. McGinley.

Ex-Off.—M. M. Belding, W. M. Frisbie, C. J. Obermayer, W. M. Meserole, C. F. Cossum, Geo. C. Pennell, Dr. L. C. LeRoy, Wm. M. Thomas, Geo. R. Bidwell, E. F. Hill, J. C. Howard.

Massachusetts—A. P. Benson, A. O. McGarrett, J. Rush Green, Chas. C. Ryder, Albert M. Skinner, Fred D. Irish, Thomas H. Hall, Morris Barker, W. G. Kendall.

Ex-Off.—Abbot Bassett, Augustus Nickerson, Sterling Elliott, Quincy Kilby, A. S. Parsons, H. W. Hayes, J. S.

Dean.

Pennsylvania—Wm. L. Lockhart, A. D. Knapp, Henry Crowther, J. L. Lowther, Fred McOwen, George A. Gorgas. Ex-Off.—Thomas J. Keenan, M. C. Morris, George D. Gideon.

New Jersey—A. G. Batchelder, W. S. Ginglen, E. O. Chase.

Ex-Off.—Theo. F. Merseles.

Connecticut—A. G. Fisher, John N. Brooks.

Ex-Off.—W. A. Howard, Fred. Atwater, Wm. H. Hale.

Illinois-M. X Chuse, Edgar S. Barnes.

Rhode Island—R. E. Hamlin, James Ward.

Ex-Off.—Geo. L. Cooke, Nelson H. Gibbs, Hugh L. Willoughby.

New Hampshire—Chas. A. Hazlett.

Ex-Off.—Élmer G. Whitney, R. T. Kingsbury, Wm. V. Gilman.

Missouri—H. G. Wolzendorf, Geo. Lang, Jr.

Ohio-H. S. Livingston, J. W. Packard.

Ex-Off.—Fred T. Sholes.

Florida-Kirk Munroe.

Colorado—J. S. Gibson.

California—Lincoln Holland.

Ex-Off.—Isaac B. Potter, Chas. K. Alley.

Michigan-W. M. Perrett.

Ex-Off.—H. S. Earle, E. N. Hines.

Kentucky—Owen Lawson.

Indiana—W. G. Heberhart.

Maine—R. A. Fairfield.

Wisconsin—W. H. Field.

Abbot Bassett, Sec-Treas.

# Veeder Cyclometer for Bicycles



Simplicity

Accuracy

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle Price \$1.50.

### Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$3.00.

### Veeder Motorcyle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

### Veeder Odometer

To register mileage of automobiles and horse-drawn vehicles.

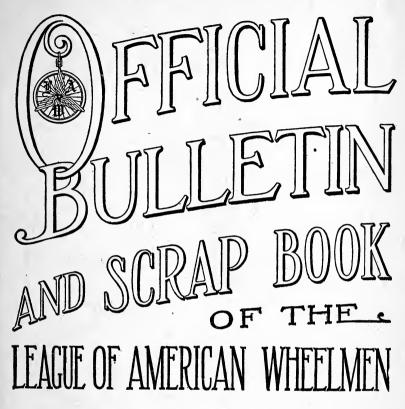
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Hartford, Conn.

C. H. VEEDER, President H. W. Lester, Secretary D. J. Post, Treasurer.



PUBLISHED MONTHLY

## MARCH, 1920

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## L. A. W. PUBLISHING COMPANY

105 Central Avenue, NEWTONVILLE, MASS.

## The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prose-

cuting the good work we have undertaken.

#### OFFICERS FOR 1918-1919

President, Elmer G. Whitney, Dover, N.H.; 1st Vice-President, Wm. M. Frisbie, Ozone Park, N.Y.; 2nd Vice-President, Josiah S. Dean, 60 State Street, Boston; Secretary-Treasurer and Editor of Publications, Abbot Bassett, 105 Central Avenue, Newtonville, Mass.; Auditor, Augustus Nickerson, 131 State Street, Boston, Mass.

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DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

Name,	 	
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Address all applications for membership and all communications to L. A. W. Headquarters

ABBOT BASSETT, Secretary-Treasurer
105 Central Ave., Newtonville, Mass.

# OFFICIAL BULLETIN

#### AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

#### ADVERTISING RATES

\$1.15 an inch for first insertion and each new setting. Repeat insertion \$1.00 an inch

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Vol. 18. No. 3.

MARCH, 1920

5 Cents

March is a child with laughing eyes; just now it smiled; it weeps and cries! It shines out warm, then turns and goes into a storm; it blows, it snows, it rains, it hails, it weeps, it wails, it blows its nose! Let those who ride the wheel beware and ride through snow and rain with care.

National Bicycle Week, first inaugurated by the United Cycle Trade Directorate and now taken over with the other activities of the Directorate by the Cycle Trades of America, has been appointed for the week of May 1 to 8 inclusive.

Joshua made the sun stand still, but we have men today who make the moonshine still.

Beats our Record.—The world's one mile motorcycle record has long been the subject of dispute. The receipt in this country of the original certificate of performance issued to Jack Booth, who did one mile from a flying start in 35 seconds, on October 7, 1916, at Salisbury, Australia, puts an end to all controversy on the subject.

Leon Georget's Record.—Winning a twenty-four hour tandem-paced bicycle race nine times running is the notable feat accomplished by Leon Georget, the well-known French rider, in Paris. The event was staged on the indoor track at the Velodrome d'Hiver. In the twenty-four hours Georget rode the remarkable distance of 574½ miles, at an average speed of nearly twenty-four miles per hour. Marcel Godivier finished second and Edward Leonard took third place.

"Then you don't think Cheatem is straight?"

"Straight! Why, if that fellow swallowed a wire nail he'd cough up a corkscrew."

Everything is relative. The average profiteer thinks he justifies his thieving by saying that he isn't stealing any more than are the other fellows.

C. T. C.—W. S. Burke, for many years Secretary of the Cyclists Touring Club, recently resigned and has been succeeded by Mr. G. H. Stancer.

The Westfield Manufacturing Company, makers of the famous Pope line products, have just got out their new 1920 edition of the Crescent bicycle catalog.

The new catalog is the largest and most complete ever published by the Westfield Company, containing 24 pages devoted to Crescent bicycles and their construction, and illustrating nine attractive models of the 1920 line.

Cycle Trade Missionaries.—The three Field Missionaries, Charles Fuller Gates, W. T. Farwell, Jr., and Miles S. Forman, are to be retained and if funds increase, as they promise to, another will be added to the staff.

Larger headquarters have been secured for the Cycle Trade home office, which will be removed to 35 Warren St., corner Church, right in the heart of the bicycle district of New York City. The office staff is to be increased to take care of the ever increasing volume of detail and clerical work.

Boston Bicycle Club Dinner.—The forty-second annual dinner of the Boston Bicycle Club was eaten at the home of the Harvard Club on Saturday evening, Feb. 14. The weather under foot, and in the cold section, was not the kind that wheelmen like, and it called for a great deal of fortytwod to leave the burning home fires. There were thirty used-to-be wheelmen present. The usual contingent from New York was conspicuous for its absence and many near-by members were snowed under. Charles C. Ryder, the newly-elected President presided at the feast. Frank P. Sibley, war correspondent and joke-maker acted as toast

master. Nixon Waterman and "Bill" Crawford were at the President's left, and this trinity of fun makers kept the party in good humor. Other talkers were Capt. Kendall, Elmer G. Whitney, who came down from New Hampshire, Charles W. Reed, the club artist, and Andrew O. McGarrett, a retired racing man and a hero of Springfield tournament days. The dinner was a very subdued affair owing to reasons that threw a damper over the occasion. Among these were the recent bereavement of Quincy Kilby, the inability of Abbot Bassett, detained at home by ill-health, and the absence of many members from distant parts. Letters were read from Milo M. Belding, George B. Woodward and Henry Crowther. The edibles provided at the table were fine, the atmosphere of the place was inspiring and when the hands of the clock indicated 10.15, the very informal remark of Sibley-"We had a darned good dinner though a dry one" was a signal for the closing of the 42d eat, and all agreed with his utterance. During the evening Nixon Waterman was made a member of the Club. Quincy Kilby contributed the following to the menu:-This is the club that in Seventy-eight started the ball at a furious gait. This is the club that undoubtedly will, fifty years later, be flourishing still. Look at the way that we chuck out our chests. Listen to how our admirers speak of us, gaze on our highly protuberant vests, notice the nerve, and get on to the cheek of us. No other club is as youthful as ours; no other bunch has its vim and vivacity, no other crowd has its banqueting powers, backed up by marvelous stomach capacity. Still we are modest, as modest men go, simply declaring we be all the best of them; that's why we drink to good fellows we know, here's to our friends, and to-excuse me-Too bad for the rest of them.

Reported for O. B. by T. H. H.

New Haven Veterans.—The Veteran members of the New Haven Bicycle Club held their annual reunion and dinner on Saturday, Jan. 24, at Ceriani's. The date chosen marked the fortieth anniversary of the founding of the Club. Certiani furnished the gatronomic delights, and when those pleasures of the palate passed into the midst of the members; when the portly paunches of those present had achieved their maximum rotundity; and when the boys had

pushed back from the table to puff their perfectos, Messrs. W. M. Frisbie and Wm. H. Hale gave an exhibition of lantern slides showing old-time wheels and wheeling events incident to the summer outings of the Club.

The reunion was a very successful affair, in spite of the fact that the weather outside was everything that a winter evening should not be. Thirty old-timers were present, among them Fred Atwater of Bridgeport, ex-President of the L. A. W.; W. F. Bishop, C. H. Brewer, H. B. Bunnell, G. R. Coan and H. B. Douglass of New Haven; Palmer Field of Newark, N. J.; A. J. Fisher and T. M. Gallagher of New Haven; W. M. Frisbie, Vice-President of the L. A. W.; W. H. Hale, ex-President of the L. A. W. (both of New York); R. F. Isbell, D. A. Jones, C. E. Larom, E. A. Leopold and G. D. Lockwood of New Haven; F. W. Post and L. E. Smith of Bridgeport; J. C. Thompson, B. E. Wann, F. H. Osborne and C. O. Reichert of New Haven; Dr. T. S. Rust of Meriden; F. L. Hammond of New Haven; W. C. Case of Bridgeport; F. A. Waldron and R. H. Isbell of New Haven; A. E. Brose of New York; H. D. Kelsey of Boston; and John Beck of New Haven.

There were speeches from some of the old timers, particularly J. C. Thompson and W. M. Frisbie, who were charter members of the old New Haven Bicycle Club at

its founding on January 24th, 1880.

"What is alimony, ma?"

"Alimony, my child, is something that is considered by many women as an improvement on a husband."

Mrs. Barbara Kilby Phillips, wife of Henry Bayard Phillips, who is an assistant professor in mathematics at the Massachusetts Institute of Technology, died on Feb. 12 at her home at 63 Spring Park Avenue, Jamaica Plain. Mrs. Phillips, to whom a daughter was born on Tuesday, the 10th, had been ill with influenza, which developed into pneumonia, previous to the birth of the child. Mrs. Phillips, who was twenty-eight years of age, was born in Boston and was the daughter of Quincy and Fanny Kilby. Her father was for many years the treasurer of the Boston Theatre and was also private secretary to the late Eugene Tompkins, owner of the Theatre. His daughter was educated in the

public schools of Boston, including the Girls' High and the Normal Art School, where she studied clay modeling. Later, before her marriage, she taught modeling in the public schools for a year. She was married in 1913 and had since lived in Jamaica Plain. In addition to her parents, whose only child she was, Mrs. Phillips is survived by her husband, a daughter, Betty, five years of age, and her infant daughter.

C. W. A.—The annual meeting of the Canadian Wheelmen's Association will be held at Toronto, Ontario, on Saturday, April 3. This will be the 38th annual convention of the Canadian bicycle governing body and it will be highly important inasmuch as arrangements will be made to send Canadian riders to compete in the Olympic games at Antwerp, Belgium, next August. The C. W. A. is the oldest sport governing association in the Dominion. As in many years back, Alderman Louis Rubenstein of Montreal will not be opposed for the presidency of the association.

The New England Wheelmen, of New York City, one of the live clubs of Father Knickerbocker's bailiwick, plan for a big race on the Grand Concourse, New York, for April 18 and April 25.

Cigars on two feet.—A man resembles a cigar, I heard a jester say: For he like a cigar is bound to meet his match some day. Some weeds and some men too are rank, some scarcely have a flaw; some are like actors, though well puffed they can't be made to draw.

Elliot Cabot Lee died at Camden, South Carolina, on Feb. 7, in his 66th year. He was interested in cycling in the early days and was particularly interested in Elliott's wooden bicycle and in the development of Overman's Victor tricycle. He was at one time President of the Boston Bicycle Club. When the Auto came in he went out of cycling.

George C. Dresser writes:—"I'm going to tell you something about myself, which may be of interest but I trust you will not think me egotistical. Am a 'High Wheeler Old Timer' coming back into the fold and admit to 53 summers.

I am a charter member of the Hartford Wheel club, of Hartford, Conn., which was organized in 1884. Perhaps you know this club was re-organized about five years ago with 80 members, the object being for us old timers to get together once a year for a re-union and general goodfellowship George M. Hendee, the old amateur racing champion, was made an honorary member at our last re-union held at Hartford.

"Soon after starting to ride I took up racing and was on the Club team for some years. On May 29, 1886, at the time of the L. A. W. meet at Boston, I won first place in the National one mile Home Trainer Championship, at Mechanics Hall, held under the auspices of the Boston Bicycle Club. The time was 1:35 3-5, the home trainer being geared to the equivalent of a 52 inch high wheel. In training made a quarter mile in 19 seconds. Retained my membership in the Hartford Wheel Club until 1904 and most of the time was also a member of the League. During this period of twenty years rode on an average of about 3,000 miles yearly. I left Hartford in 1904 and was so situated that was unable to ride the wheel again until 1917 when the opportunity presented itself so was able to ride once more and have since been trying to make up for lost time. In 1918 joined the Century Road Club Association, of New York City and during that year my total mileage was 7109 miles and in 1919, 7063 miles. Several centuries were ridden each year and Sundays and Holidays ride from 50 to 75 miles. My mileage for 1919 would have won the mileage medal given by the club by over 1,000 miles but I neglected to report it, a daily record being necessary. However, during the month of May last I won the mileage medal offered by one of the members, riding 905 miles. A three day tour was taken in this month which totaled 260 miles. Weather permitting, I ride every day and believe the bicycle is the best thing for health, recreation and sociability."

Mr. Dresser is once more a L. A. W. member.

Century Road Club Association.—Annual election of officers by mail vote: President, J. M. Mitchell, Greenwich, Conn.; 1st Vice-President, D. M. Adee, Brooklyn, N. Y.; 2nd Vice-President, Paul Thomas, N. Tarrytown, N. Y.; 3rd Vice-President, Sylvain Segal, Bayside, L. I.; Rec.

Sec., Leslie Seehof, New York City; Fin. Sec., Bert Marquart, Bronx, N Y.; Treasurer, A. R. Jacobson, New York City.

Unione Sportiva Italiana.—At the regular meeting held Jan. 19, 1920 in the Club House of the Unione Sportiva Italiana, New York City, the following officers were elected for 1920: President, A. R. Jacobson, C. R. C. A.; Vice-President, E. Taborelli, North Hudson Wheelmen; Sec.-Treas., E. Suykerbuyk, Acme Wheelmen.

Mr. D. J. McIntyre, the retired President was elected as . Honorary President, due to his long and faithful service

rendered to the League.

A. R. Jacobson, Pres.

### HISTORIC DATES OF CYCLING

1882, Sept. 5,—Races at New England Fair, Worcester, Mass. Frank Moore, English champion visits the U.S. Easily wins every race in which he entered. Large attend-

ance of cycle riders.

1882, Sept. 6,—Boston Bi Club makes record club run on the return from Worcester races. Extends route to 100 miles. Starts at 4.38 A. M. Six members of the Boston Bi Club-Wm. B. Everett, Capt., Freelon Morris, T. H. Wakefield, Wm. H. Edmands, Robert M. Diaz and J. Q. Hatch. Others were F. J. Philbrick, of Portsmouth; C. J. Holland of Medford; E. A. Hemmenway, of Dorchester; W. E. Parmenter of Arlington and C. H. Wilkins, of Manchester, N. H. Eleven in all. Made 1021/2 miles. Riding time, 12 hours, 6 minutes. Complete time, 16 hours 52 min. First 100 mile club run record in the U.S.

Sept. 11,—Canadian Wheelmen's Association formed. J. H. Boustead, of Toronto, President; Dr. C. H.

Clark, Sect.-Treas.

1882, Sept. 13,-Races at Beacon Park, Boston. Frank Moore, an English visitor wins every race that he enters and makes 6 records.

1882, Sept. 16,—Twenty-mile championship of the Boston Bi Club at Beacon Park. Lewis T. Frye wins in 1 h. 15 min. 34½ sec.

1882, Sept. 18,-League of New Hampshire Wheelmen

formed. Chas. A. Hazlett, President.



THE 1920



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1882, Sept. 20,-Tournament and Parade of Springfield Bi Club. 200 wheelmen in line in parade. Frank Moore wins one, two and five mile races. Lowers record in each race. Geo. M. Hendee wins 1/2 mile race in record time of

1882, Sept. 23,-League of Chicago Wheelmen formed

with 100 members. John O Blake, President. 1882, Sept. 24,—Frank Moore sails for England. In his short visit to the U.S. he made records for one, two, five,

six, seven, eight, nine and ten miles.

1882, Sept. 28,-Mass. Bi Club, of Boston, makes record club run. Four riders, Henry W. Williams, W. R. Griffiths, A. J. Philbrick of Salem, W. D. Wilmot. Started at 4.52 A. M. route to Newburyport. Record 118 miles in 17 hours 38 min.

1882, Oct. 1,—The Wheelman, an illustrated magazine financed by Col. Pope issues its first number. Chas. E. Pratt, editor, Samuel S. McClure and John S. Phillips, editors. Chas. W. Reed, illustrator. Reproduces the article on "Wheel About the Hub" first published in Scribner's Magazine for February 1880. Plates loaned by Scribner.

1882, Oct. 4,—The Wheel of New York becomes a weekly.

Fred Jenkins, editor.

1882, Oct. 5,—Aeolus Wheel Club of Worcester lowers 100 mile club run record. Six men started and but two finished—Lincoln Holland and Thomas Midgley. 136 miles in 21 hours, 3 min.

1882, Oct. 8,—The Boston Ramblers make a long club run. 120 miles in 19 hours.

1882, Oct. 20,-Fall meeting of the L. A. W. Board of Officers at Boston. Membership reported 1408. Will R. Pitman refused membership by Membership Committee on account of professionalism. Admitted to membership by the Board after a long debate. Membership Committee then resigns in a body. Voted to melt up and sell the early League badge (Ham badge. Some of us have ham badges still). Race meeting. Geo. M. Hendee wins 1 mile championship over Lewis T. Frye. Time 2:57½. 5 mile race for silver cup presented by Bicycling World won by Victor

1882, Oct. 21,-Mass. Division of the L. A. W. formed. Fred S. Pratt, Chief Consul; Fred P. Kendall, Secretary;

Chas. P. Shillaber, Treasurer.



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1882, Oct. 22,—The Tremont Bi Club of Boston cuts the 100 mile club run record. Two men, C. J. Holland and W. L. Jackson. 154 miles in riding time, 20 hours, 30 min.

1882, Oct. 27,—The Lawrence (Mass.) Bicycle Club makes a new record for club run. Three men, Capt. Thomas S. Webb; D. B. Smith and Nat. M. Coggswell, 169<sup>1</sup>/<sub>4</sub> miles in 23 hours, 8 min. 17 hours, 15 min. riding time.

1882, Nov. 1,—Chelsea (Mass.) Tricycle Club formed: Capt. Wm. E. Gilman; Sec., Frank W. Whiting; Treas., Abbot Bassett.

1882, Nov. 1,—Tricycle Clubs in the U. S., Alpha, Newton, New Haven, Boston, Chelsea.

1882, Nov. 3,—Aeolus Club of Worcester, lowers club run record. Two men started, Thomas Midgley and Arnold. Arnold met with an accident and Midgley finished alone. 179 miles in 23 hours and 54 min. Riding time, 19 hours, 12 min.

1882, Nov. 30,—Ten mile race between Prince and Frye. Frye given 20 sec. start and wins the race. Frye forfeits his amateur status by riding with a professional.

1882, Dec. 15,—Second race between Prince and Frye. 10 miles. Prince 32 min. 44 sec. Frye, 32 min. 44½ sec. 3 records broken by Prince.

1882, Dec. 31,—W. D. Wilmot completes his second year

of riding every day in the year.

1883, Jan. 1,—Bicycling World issues a Special Number containing a summary of events in 1882, the L. A. W. Constitution, By Laws and Racing Rules, Racing Records, List of Bicycle Clubs, Tips on Training, Rights of Wheelmen, etc.

1883, Jan. 9,—New York Branch of Bicycle Touring Club of England holds meeting at New York City. Frank A.

Egan elected Chief Consul for U. S. A.

1883, Jan. 9,—Pierre Michaux of France, first maker of the Velocipede, dies.

1883, Jan. 10,-Racing Board decides that bicycle tracks

be measured on a line 18 inches from the curb.

1883, Jan. 12,—The popular record long distance ride in Great Britain, at this time, was from Lands End to John O'Groats. Out of eight trials, varying in distance, according to route, from 727 to 1007 miles, the time made varied from 11 to 20 days. Albert Nixon, on a tricycle, made the trip in 13 days.

1883, Jan. 12,—Third ten mile race between John S. Prince and Lewis T. Frye, won by Prince in 32 min. 481/4

sec.

1883, Jan. 12,—W. M. Woodside an amateur racing man enters the professional ranks and challenges Prince to a 25 mile race.

1883, Jan 26,—American Institute Track, New York, 25 mile race. John S. Prince 1—32—20 4-5; W. M. Woodside,

1-34-423/4.

1883, Jan. 27,—26 hour race at American Institute Track, New York. W. C. Young, 257 miles; W. J. Morgan, 249 miles; John Wilson, 217 miles. All records above 50 miles lowered.

1883, Feb. 1,—Stanley Show opens at London, England. Exhibition of bicycles, tricycle and accessories. Promoted by Stanley Bicycle Club.

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1883. Feb. 1,-L. A. W. Racing Board announced: Fred Jenkins, New York; George D. Gideon, Philadelphia; George H. Strong, San Francisco; Abbot Bassett, Boston; Frank E. Yates, Chicago.

1883, Feb. 22,—Springfield Bi Club holds a grand Ball and exhibition of fancy riding by Geo. M. Hendee, W. D. Wilmot and Bert Pressy.

1883, Feb. 23,—Wheel Publishing Co. becomes a firm composed of Fred Jenkins and Edwin Oliver.

1883. Feb. 23,-Wm. E. Gilman resigns as editor of the

Bicycling World.

1883, March 1,—Membership of the L. A. W. 1685. Largest Divisions-Mass., 413; New York, 240; Ohio, 204; Pa., 165.

#### **NEW MEMBERS**

The following new members of the L. A. W. have been enrolled.

900-H. B. Bunnell, New Haven, Conn.

901—R. F. Isbell, New Haven, Conn. 902—L. E. Smith, Bridgeport, Conn. 903—Wm. T. C. Yorke, Fernwood, Pa.

904—George C. Dresser, Brooklyn, N. Y.

905-Walter F. Caldwell, Brooklyn, N. Y.

An Irish contractor had the misfortune to run his car over an old man who had a bottle of bluing inside his coat. Jumping from his car and seeing the fluid gathering in a pool on the street, he cried to his friend, "Finnegan, it'll go harrd wid us. We've killed one o' them blue-bloods."

"Did you see anything marked down at the new department store?"

"Yes, the red elevator globes."

An English physician telegraphed to the husband of a patient who had sustained a chill, and this is the form in which the message reached him: "No danger. Your wife has had a child. If we can keep her from having another tonight she will do well."

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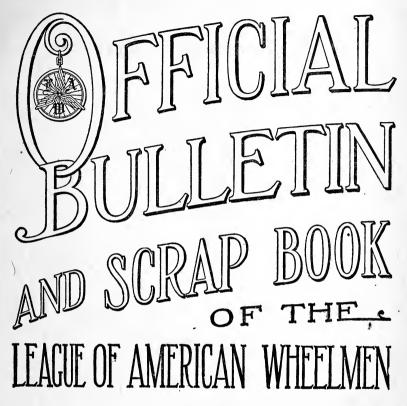
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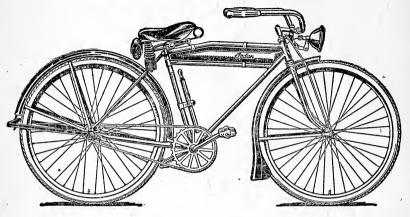
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Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston, Mass., under the Act of Congress, March 3, 1879.

Vol. 18. No. 4.

APRIL, 1920

5 Cents



# Ride a Bicycle



The first of April is almost equal to Christmas and the Fourth of July with children, owing to the fun they have with sending their friend on what is called in England "sleeveless errands." It may be well in this issue to read a message from Charles Lamb—"The compliments of the season to my worthy masters, and a merry first of April to us all! Many happy returns of this day to you—and you—and you, Sir—nay, never frown, man, nor put a long face upon the matter. Do not we know one another? What need of ceremony among friends? We have all a touch of that same—you understand me—a speck of the motle.

I love a fool—as naturally as if I were kith and kin to him. When a child, with childlike apprehension, that dived not below the surface of the matter, I read those Parables—not guessing at their involved wisdom—I had more yearnings toward that simple architect, that built his house upon the sand, than I entertained for his more cautious neighbor.

I venerate an honest obliquity of understanding. The more laughable blunders a man shall commit in your company, the more tests he giveth you that he will not betray or overreach you. I love the safety which a palpable hallucination warrants, the security which a word out of season ratifies. And take my word for this, reader, and say a fool told it you, if you please, that he who hath not a dream of folly in his mixture had pounds of much worse matter in

his composition. It is observed that "the foolisher the fowl or fish—woodcocks, dotterels, cod's-heads, etc.—the finer the flesh thereof"; and what are commonly the world's received fools but such whereof the world is not worthy? And what have been some of the kindliest patterns of our species but so many darlings of absurdity, minions of the goddess, and her white boys?

Reader, if you wrest my words beyond their fair construction, it is you, and not I, that are the April Fool."

The Frozen Pen.—With the temperature several degrees below zero, and with five feet of snow on the ground what can be told to you riders of the wheel? Nothing doing. Swearing at the weather and praying for warm days like those of California will bring no returns. But something must be said else the editor will have to retire to private life. News matter such as our readers like is buried in a snow bank. It would seem to be the best plan to delve into the past where happy memories are still with us or to plan wheeling pleasures for the future. The old man with a frozen pen will try and thaw out the freeze-up. This is really the winter of our discontent.

Snow-Shovel Year.—The shovel has recently worked about every day in the east and in the west. Worn out and broken snow shovels are everywhere in evidence. The man who hires his shovelling done has "gone broke" paying for labor. But what's the use of complaining? Have to do it! It makes a fellow feel better.

Dues of April.—When April comes the member's fancy lightly turns to what is due; in the Spring he sends his dollar—Say! does this apply to you?

Looking Backward.—It seems like a long look into the past to see an advertisement of the Auto Show, in Boston, which speaks of the Overman Cushion Tire.

75 Years of Fun and Labor.—The tenth of March is always a gala day for Esstee for he is then reminded that he has not been forgotten and neglected. Very many cards of good wishes and good cheer come to him through the mails

and for them he is truly grateful. The Monday Club met two days before the birthday and the members and the pretty waiter girls gave Esstee a cordial welcome to the feast. Old age likes to dwell in the recollections of the past. Manhood is bent to the passing cares of the passing moment, and holds so closely to his eyes the sheet of to-day that it screens the to-morrow from his sight. To one and all of his loyal flock the old man sends kindly greetings.

- L. J. Bergere is now editor of the Motor West at Los Angeles. One of the early quill drivers of the cycling press and still at it. The final letter in his name is a late addition.
- **St. Onge, Bicycle Missionary**, has been at Palm Beach leading a parade of wheelmen on his old ordinary bicycle which is 35 years old.
- To Be Imported.—Nat Butler has gone to Europe to capture a lot of racing men to run away, if possible, from our native speed makers on the bicycle. What a difference between the foreign racing men of 1884-5 and racing men on both sides of the ocean at the present time. Then there was a lot of enthusiasm let loose.
- A Long Walk.—A short time since we gave a lot of records won on bicycles and tricycles over the roads from Land's End, England, to John o' Groats', Scotland. And now we can add another record to the list. George H. Allen, a vegetarian of England, walked from Land's End to John o' Groat's in 1904, and in 1905 he published an account of his record walk of 908½ miles in 16 days, 2 hours and 33 minutes.

The Wheel Pays Government Expenses.—Large sums are being collected from the tax on motorcycles and automobiles, acording to statements issued by the Bureau of Internal Revenue, Washington, D. C. Figures compiled for the month of November, show that during that month \$6,212,804.38 was collected from the tax on automobiles and motorcycles, and \$4,086,257.18 from the tax on parts, tires, tubes, etc. This brings the collections during the fiscal year from these items to \$27,921,432.66 and \$20,981137.51, respectively.

Stop Thief.—Establishment of a Federal Motor Registration Bureau in the Department of Justice, with registrars in each of the states, designed to reduce thefts of automobiles is proposed in a bill introduced by Representative Harreld, Republican, Oklahoma. No person would be permitted to sell an automobile without a certificate from the Registrar showing it was his property.

Olympic Games.—It is possible that the world's cycling championships will be held at Antwerp, Belgium, during the running of the Olympic Games. The Belgian body has put in an application for the titular events. The Grand Prize of Paris, another famous classic, will also be revived after having been called off on account of the war.

New York Division C. R. C. A.—Officers, Centurion, Stephen Ahern; Secretary, Herbert Hoglander; Treasurer, A. R. Jacobson; Captain, Roland C. Geist; Directors, Louis P. Sattler, James Paul, Bert Marquard, Samuel Ascher, John J. Marquard.

Long Island Division C. R. C. A.—Officers, Centurion, Joseph Caldwell; Sec.-Treas., A. Resnick; Captain, Irving Markow; Directors, Geo. C. Dresser, A. Mullen, A. Resnick, Irving Markow, Joseph Caldwell.

Century Road Club Association.—The records made by the Century Road Club Association have been issued and we find that members of the L. A. W. as well as the C. R. C.A. have been credited with records as follows. George C. Dresser, 1105 miles, 4 centuries; Irving Markow, 200 miles, 2 centuries; Walter F. Caldwell, 100 miles, 1 century; A. Resnick, 100 miles, 1 century. Total mileage, 26264; Centuries, 6100.

Pickwick Club of England.—At the annual meeting of the Pickwick B. C. held at the club headquarters, Codgers Hall, Fleet Street, on Monday, Feb. 1st, Mr. Edward Hollands, better known as "Blotton," was unanimously selected president for 1920, which is the Jubilee Year of the old club. No better or more popular selection could possibly have been made, because no member of the P. B. C. has done

more to make it a real live organization than "Teddy" Hollands—the name he answers to outside Pickwickian circles. "Blotton" joined the old club so far back as May, 1879, which covers a similar period to that which Moses spent in the wilderness. The simile is not quite suitable, as there is no wilderness or duliness wherever Hollands is. For a period of nine years—that is from 1890 to 1899— the new "Jubilee" president acted as club treasurer.

In 1898 he was elected to the proud position of president,

the highest honour at the disposal of the members.

During the past ten years "Blotton" has acted in the capacity of sub-captain and "curate" to the present captain. "Mr. Samuel Pickwick." And now after years of devoted service, he is raised once more to the the highest honour the club can bestow by being placed in the chair during the important epoch which marks the 50th anniversary of the world's first cycling organization.—Irish Cyclist.

Mary Pickford in a Sidecar.—The American cinema queen has been telling a newspaper man of her experiences in a sidecar. Thus she flickers:—"I must say that I never had so much fun in my life as I did when I rode in the tin bath tub which William Scott had fastened to the motor cycle he used in 'Amarilly of Clothes Line Alley.' I never got enough of riding and I used to make him take me for rides all over the country when the picture was finished. He was mortified to death. 'It just isn't done, y'know. Let me take you in my car,' he urged. But I said, 'Bother the car, I have one of my own. I want to ride in this. And I made him take me. You know riding in one of those bath tub things is glorious. You're so close to the ground and ride so comfortably."

A Bald Joke.—Here is a little story they are telling in New Haven about a popular member of the New Haven Bicycle Club. He went into a barber shop to get his hair (?) cut, and was in a hurry. He asked the barber if he could cut it without his taking off his collar. "Sure thing," said the barber, "I could cut it without your taking your hat off."

Milo M. Belding makes a record.—The American record for the capture without gaffing, spikes or other means of

a forty-pound sailfish in the open sea from a gasoline launch was broken at Palm Beach, Fla., on Feb. 26, by Milo M. Belding, at one time a bicycle rider. He used a six-ounce rod and a six-thread line to subdue and capture with his hands, after  $25\frac{1}{2}$  minutes of actual time, the big sailfish, which measured 7 feet,  $1\frac{1}{2}$  inches.

No fish of this size and weight ever before has been taken on anything less than a nine-thread line, although a six-ounce tackle is often used by expert sportsmen. Mr. Belding's record-breaking feat was recorded by Bob McGriff, who accompanied the New Yorker on his fast cruiser, the "Cocoon," built and managed by Captain Ernest Francis, of West Palm Beach. Mr. McGriff states that this exploit is without parallel in American fishing annals for sailfish of this magnitude with a line of such light tensile strength.

Mr. Belding's sportsmanship prompted him, after the 15 minutes of terrific fighting on the part of the big fish, to release it after he had subdued it and brought it up to the boat, dragging it over the sides with his hands, but, because of this new record in fishing, Mr. McGriff induced him to take it ashore and have it mounted.

Records of the sea are not so worthy as records of the wheel.

Henry W. Williams died at his home in Cambridge on March 6, aged 78 years. He was a patent lawyer but retired from practice nine years ago. In the days when high bicycles were in use, Mr. Williams was among the pioneer riders to take up this diversion, and was very active in promoting the sport. He was President of the Mass. Bi Club and rode a tricycle in the first American tricycle run. He gave up the wheel after the ordinary bicycle went out.

Milwaukee.—Through the efforts of the North Side Cycling Club the Wisconsin State Fair will this season again put on bicycle racing, a feature which has been left out of its annual program for 15 years. Walter C. Sanger, the celebrated racing man, first attained his laurels on the old Cold Spring Driving Park grounds at Milwaukee in 1891, to be followed two years later by his many victories in Europe. The Milwaukee Wheelmen, the oldest club in the State, of which Sanger is a member, will have its annual "fest" this

month. It will be "meat" on and around the festive board. F. Terry Andrea, the popular man of the early wheel days is the "hub" of the bunch about which the members circle.

The Cycle Path of Age.—Age is not a condition; it is an idea. The boy of 10 thinks his father very old. His father, aged 35, thinks his own father very old, and so on.

We are looking forward to old age, we say. When does it arrive?

At 40 we think that at 50 we shall begin to feel age's twinges and will have to settle down. When 50 comes we fail to note its coming. Old at 50? Mercy, no; just beginning to know how to live. So the dreaded day is put off till we shall have reached 60. We shall surely meet the ogre then.

But we do not meet him at the rendezvous. He has spared us for another decade, and at 70, still young and with singing hearts, we are amused at the little attentions shown us. We accept them graciously, smiling inwardly, for out of our large store of experience we know the thoughts of the young that prompt them, realizing that they must think us very old indeed. Ah, if youth but knew!

As I in the very early mornings speed gayly along on my bicycle, I feel like the same old kid I always was and ever

shall be.

One morning I was at 59 years young rather surprised when a passing workman called out, "Hello, Pop!" Well, I should worry. Next time any fellow says that I will reply with the song, "Pop Goes the Weasel."

And, O you good old kiddies of 50, 60 and over, take a

young chap's advice: Stir your stumps out of bed before traffic begins, mount your wheel and keep young indefinitely.

Reminiscences of an old Campaigner.—The next step was the "good old ordinary," which promptly pitched me over its handlebar after I had struggled, for what seemed hours, to get into its saddle. Old riders, who have run the gamut from the "ordinary" to the latest "safety," will agree with me when I say that more sport and pleasure were got out of the high machine than out of its more perfect successor.

Those were adventurous days, and many of us were sorry to part with our favourite mounts for the lower frames of the newly introduced safeties. These were fitted with solid rubber t res, and the vibration was greater than with the "ordinary." In order to reduce this to a minimum springs were inserted in various parts of the machines by many of the makers. The spoon brakes acted directly on the solid tyres, and sometimes forced them out of the rims, a spill being the result. Then followed the cushion tyre, an innovation intended to kill the bogy of vibration once for all. It was hailed with delight by the cycling world, solid tyres were scrapped, and the "cushion" became the order of the day, but it did not cure vibration. It was unmistakably an improvement on the solid tyre, but its very imperfection led to the invention of the pneumatic tyre.—C. T. C. Gazette.

### HISTORIC DATES OF CYCLING 1883

1883, March 1,-The March number of the Wheelman magazine, No. 6, publishes a history of the Boston Bi Club, written by Charles E. Pratt and illustrated by Charles W. Reed.

1883, March 1,-Charles W. Fourdrinier joins the editor-

ial staff of the Bicycling World.

1883, March 2,—Bicycle track measurement a subject under discussion. Shall it be 18 in. from curb or 3 ft? Racing men, both professional and amateur favor 3 feet as ob-

served at that time. Athletic clubs favor 18 inches. 1883, March 16,—Bicycle Touring Club of England, changes name to Cyclists' Touring Club. Vote taken— Total, 3419; For change, 2677; Against change, 635; In favor of C. T. C., 1754; In favor of Touring Club, simply, 554.

1883, March 16,-E. R. Shipton elected Secretary of the C. T. C. Salary, £300. Honorary Secretary without pay,

Robert Todd.

1883, March 17,-Professional race at Institute Track, Boston. John S. Prince in a race of 20 miles. Each one of four competitors to ride 5 miles. Competitors, C. J. Young, Robert Neilson, Wm. M. Woodside, John Wilson. Prince wins in 1 h. 7 min. 47½ sec. 1883, March 23,—Cincinnati Bi Club forms a bicycle band

-4 cornets; one alto tuba; snare drum; cymbals.

1883, March 24,—50 mile championship of the world at Leicestershire, England. De Civry of France, wins in 3-13-14.

1883, March 27,—Spring meeting of L. A. W. Board of Officers at Worcester, Mass. Cash on hand \$1094. Lamson fish-tail sign board adopted. Voted to hold annual meet at New York City on May 28. Change from May 30 so as not to conflict with Grand Army parade on Decoration Day.

1883, March 28,—Overman Wheel Co. exhibits the Victor Rotary Tricycle in Boston. Made by the Ames Mfg. Co. of Chicopee, Mass. 50 in. wheels; 39 inches wide; weight 94 lbs.

Visiting wheelmen very much pleased with it.

1883, April 1,—Harvard College Bi Club builds a four lap cinder track on Holmes' Field. Idea of cinder track taken from England, but the dry air of New England was not so well suited for a track of cinders as was the moist air of England and the track was not altogether a success.

1883, April 1,—The Western Cyclist issued at Ovid,

Michigan. A short but interesting career.

1883, April 11,—Bicycles admitted to Druid Hill Park, Baltimore. Racing allowed on specified paths and the pistol start not allowed. Start of race to be made by the bursting of a paper bag.

1883, April 13,—Boston Tricycle Clb organized within the

Boston Bi Club. Josiah Stevens Dean, Secretary.

1883, April 13,—Springfield Bi Club announces a proposed three days tournament on Sept. 18, 19, 20. A feature of the affair to be a tented camp within which to eat and sleep. Club proposes to spend \$10,000 and invite racing men from England, France and America.

1883, April 14,-20 mile professional championship at

Leicester, England. Richard Howell wins in 1-5-1/2.

1883, April 20,—American Star Bicycle illustrated and

written up in the Bi World.

1883, April 20,—The velocipede patent taken out by Pierre Lallement, original and reissue, published in full by the Bi World.

1883, April 25,—First Tricycle Meet and Run in America at Boston. Start from Trinity (now Copley) Square. Wm. B. Everett in command. Participants: Arthur L. Atkins, on Arab tricycle; Phil. L. Aubin, Harvard tricycle; Abbot Bassett, Coventry Rotary; Wm. V. Burt, Coventry Rotary;



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1883, April 27,—New cycle firm in Boston. Stall (W. W.) and Burt, (Wm. V.), Agents for American Star, Overman Wheel Co. and the Sanspareil bicycle. Odd Fellows Building, 509 Tremont St.

1883. April 30,—Bicycle vs Horses in a race at Institute Bldg., Boston. John S. Prince and W. M. Woodside alternately on bicycles; Charles H. LeRoy using 15 horses. 10 hours for each of six days. Not a success. Winner uncertain but Le Roy made off with the stake.

1883, May 1,—Col. George Pope becomes a member of the firm of Cunningham and Co. and is chosen Secretary.

1883, May 1,-New England railroads establish a charge for bicycles, 50 miles, 25 cents; over 50 miles, 50 cents.

1883. May 4.—Central Park Commissioners, N. Y., granted the right of wheelmen to have a parade in the Park on the occasionof the League Meet in New York City, May 28th.

1883. May 4.—Harry D. Corey rides up Corey Hill.

Brookline. First successful climb.

1883, May 5,—Lyman H. Bagg, for several years editor of the College Chronicles in the New York World, over the signature Kol Kron, retires from the position and signs, in the future, all articles on cycling with the pseudonym Karl Kron.

1883, May 25,—The new Columbia Tricycle, made by Pope Mfg. Co., illustrated and described in the Bicycling

World. 50 inch wheels. Price \$180.

1883, May 25,-Pope Mfg. Co. offers a Silver Cup, valued at \$1500, as a prize to be competed for in a 20 mile bicycle race. To be won three times before becoming the property of the winner. N. H. Van Sicklen, of Chicago, won the cup after three wins.

## NEW MEMBERS

The following new members of the L. A. W. have been enrolled since the last issue:-

906—Jack Fried, Brooklyn, N. Y.

907—Irving Markow, Brooklyn, N. Y. 908—Joseph H. Muchtin, Brooklyn, N. Y. 909—Abe Resnick, Brooklyn, N. Y.

910-Wm. Yorzick, Brooklyn, N. Y.

### Geared Up Trifles

The high cost of footgear and foodstuffs is making the throwing of kisses instead of old shoes and rice after the fleeing honeymooning pair the almost universal custom.

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Oh, if some one would only discover how to destroy this microbe of militarism which ravages the world!

"Have you made any effort to create enthusiasm among the masses?" "No," answered the unpopular man who was running for office. "The only sure way I can see to create enthusiasm is to get defeated."





## The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prose-

cuting the good work we have undertaken.

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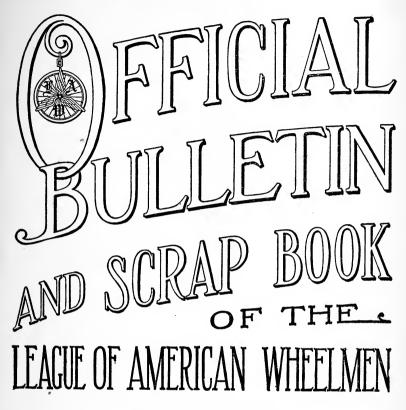
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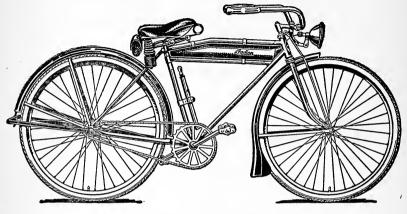
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ABBOT BASSETT - - EDITOR
105 Central Avenue, Newtonville, Mass.

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Vol. 18. No. 5.

MAY, 1920

5 Cents



## Ride a Bicycle



The Moving Month of May.—Every month is the month of moving in a land like ours, but in May there is much more moving than occurs in any other month. We are the gypsy Nation. It was moving day when the first settlers came; and it was moving day every day thereafter until today. First they moved beyond the Alleghanies; then they crossed the Mississippi and spread out over the great plains; finally they scaled the Rockies and saw the Pacific. Then began the backwash, until today Easterners move West and Westerners move East, and the cross-currents move north and south, with swirls and eddies in between. The son will not live in his father's house. To do so he thinks a confession of weakness. If he does not build him more stately mansions, at least he builds him new. If we do not move, our neighbors think something must be wrong with us. The man who has lived from cradle to grave under one roof is among us, a curiosity.

The L. A. W. Has Been a Mover.—Our organization was born at Newport in 1880, and, if we can locate its home by the presence of the official organ, it took up quarters in Boston in 1880. Next it moved to New York in 1883. Then to Philadelphia in 1885. In 1887 it returned to Boston. In 1894 it moved west to Chicago. In 1895 it returned to Boston. In 1911 it removed to Newtonville on the Charles. And here we are to celebrate the 40th anniversary of its birth on 31st of the present May.

May, Among the Romans, was sacred to Apollo and almost every day was a festival. On the 9th, 11th and 13th days was celebrated the festival of the "lemuria" in memory of the dead, and consequently it was believed that marriage contracted in this month would result fatally. From the festival in honor of Flora, celebrated from April 28 to May 2, is derived our May Day with its festive and floral rites.

Out of the Dark and Into the Light.—The friends of ex-President Chas. J. Obermayer, and these include everybody that knows him, will be very glad to learn that his impaired sight has been very much improved. He went on to the operating table early in February and was in the hospital for two weeks. The operation was successful to an extent that he can recognize his friends, sign letters and checks and in many ways approach normal sight. He writes: "The sight has been very much improved in one eye, but of course, it has not been restored to normal, although I can assure you that it is, indeed, a revelation to one after his eyesight is practically all gone to have it restored, even if, it may be only to some extent I can again obtain some enjoyment in being able to see and the beautiful world we live in."

A Memorial to Those Who Fell.—The cyclists of England are organizing a National fund to defray the cost of erecting a permanent memorial to their fellowwheelmen who fell in the great war. It is only desired to collect £1000, and the proposed memorial will take the form of a simple monument or column of granite. Nothing ornate or artistic will be attempted. The spot selected is the village green at Meriden, a tiny old-world hamlet which is almost exactly the geographical center of England and Wales. Meriden is situated on the main London and Holyhead road, one of Telford's great masterpieces of highway construction. It is 12 miles from Birmingham and six from Coventry, both large industrial cities and centers of the cycle building industry.

Haverhill (Mass.) Cycle Club.—The H. C. C. celebrated its 30th aniversary on March 29th in the club rooms in the

Academy of Music building followed by a banquet and festivities in Elks' hall. No brakes were applied to the merriment and nobody took a header and nothing happened to puncture the tires or break a chain. A few of the old guard were there, but the majority of those present were of a later generation and numbered those who never saw a tall old wheel except in pictures, demonstrating that while the bicycling craze is a thing of the past the fraternal spirit still lives and is carried on by the present generation. Letters were read from several who were unable to run their machines to the festivities. These included: Fred S. Lovejoy, Auburn, Me.; Charles F. Glover, William F. Marble and J. Fred Adams.

Olympic Trials.—Richard F. Kelsey, chairman of the bicycle feature of the Olympic Games Committee, announces that trials for the riders who desire to compete in the Olympic Games at Antwerp, Belgium, in August, will be held throughout the country the first week in May. Later in May the first of a series of "final" tryouts will be held. A 50-mile trial will be run in June and the final trial in July over a course to be selected by Mr. Kelsey and his associates on the committee. The first application for an elimination trial has been made by Manager A. R. Jacobson, of the racing committee of the Century Road Club Association, New York City. The date applied for is June 20, and the distance will be 108.74 miles (175 kilometers) the official distance of the Olympic road race, the territory embraced in this tryout, will be within the metropolitan dis-The Century Road Club Association will conduct this elimination trial instead of its Annual Spring Century run, the date of which was originally scheduled for April 4, 1920. Full information will be given out on the conditions governing, as soon as the course has been officially selected and the distance properly measured. The 1920 world's cycling championship will be held at the Garden City track, Antwerp, Belgium, August 5, 7 and 8. The track events for the Olympic Games will be held at the same track on August 9.

Before the Camera.—The St. Louis Globe-Democrat in its Sunday edition of April 4th produces in Rotogravure a

number of scenes photographed by Messrs. Hunicke, Lang, Rodgers and Lindenschmit of the St. Louis Cycling Club, on several extensive trips made by members of the club. A whole page of pictures is given and they tell the story of good times and a lot of it.

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The Largest Highway Contract in the history of Connecticut, carrying with it a cost of \$1,400,000, has been awarded by the State Highway Department to C. W. Blakeslee & Sons of New Haven. It is for the construction of a concrete highway between Hartford and New London, via Glastonbury and Colchester. At New London it will connect with the Boston-New York trunk line highway. The new road will be thirty-two miles long and eighteen feet wide. It will open up to tourists a picturesque section of the State comparatively little travelled at present because of rough roads, steep grades and other difficulties. It will afford practically a direct route between Hartford and New London, twenty miles shorter than the present route by way of Willimantic or Saybrook. The Federal Government will assume its share of the cost of the new highway.

Road Racing League.-Intent on getting right down to business the meeting of the Interclub Amateur Cycle Road Racing League, held on the evening of March 11th, at the clubhouse of the U.S. I., cleared up the matter of the much discussed interclub team championship race of 1919 and finally decided to declare the contest off and retain the medals for the 1920 contest, which will be held next October. This race, and the discussion over the rules which were to govern it, also the unsatisfactory result of the contest which was eventually run and afterwards declared void, was a rock upon which this excellent organization approached demolition during the past few months. A re-run of the team championship had been decided for Feb. 22nd, but the condition of the parkways prevented. The meeting did the wise thing by throwing the race into the discard and starting the new year with a clean bill of health. President A. R. Jacobson was in the chair and Secretary Suykerbuyk took care of the duties of his office. The following clubs were represented: Acme Wheelmen of N. Y. C.; Bay View Wheelmen of Newark, N. J.; Century Road Club of America; Century Road Club Association; No. Hudson Wheelmen of New Jersey; Hudson Co. Wheelmen of New Jersey; Unione Sportiva Italiane of New York City; New England Wheelmen of New York City; Quaker City Cycling Association of Philadelphia. Invitation is extended to all cycling clubs to apply for information regarding membership in the League, which will receive due consideration by addressing: A. R. Jacobson, President, 149 West 98th St., New York City, L. A. W. No. 1014; Eugene Suykerbuyk, Secretary, 507 West 171st St., New York City.

Old-Timers.—One day last winter there was a chance meeting in the office of "Motor West" in Los Angeles, Cal., and a quintette of more or less well-known writers of the long-ago cycling press met and talked over things. was Richard Schell, publisher, former Philadelphia correspondent of "The Referee"; Louis Bergere formerly associate editor of "Bearings"; F. Ed. Spooner advertising manager and automobile editor of "The Detroit Free Press." formerly of "Bearings" and well known as "On the Spot Spooner"; Charles P. Root of "Motor Age", formerly editor of "The Referee", and John C. Wetmore, automobile editor of the "New York Evening Mail" and former "Jonah" of "The Wheel" and New York correspondent of "The Referee" and "Cycle Age." One can imagine "Ye olden time" talk that ensued. Among the spectators at the sprints that inaugurated the recent six-day bicycle race at Madison Square Garden, New York, were three former L. A. W. handicappers—Sam'l A. Miles, A. G. Batchelder and J. C. Wetmore. They saw Frank Kramer celebrate the seventeenth anniversary of his first race at the Garden by a victory, and "Bobbie" Walthour, Jr., and Willie Coburn, Jr., perform creditably in the sprints. Great is the wheel and greater still are those who used to ride it.—I. C. W.

Henry Sherman Kilby, M. D.—Once again our sympathies go to Quincy Kilby because of the loss of his brother, closely following the death of his daughter..

Henry Sherman Kilby, M. D., a graduate of Harvard College in the class of 1873, and of the Harvard Medical School, class of 1877, died suddenly at his home in North

Attleboro, on the evening of April 10. He had been critically ill with pneumonia, but was considered well on the road to recovery, when the end came without warning. Dr. Kilby was born sixty-eight years ago in Eastport, Me., and received his early education in the public schools of that town and at the high school at Chelsea. He was an older brother of Quincy Kilby of "Ours."

William H. Gove of Salem, Mass., died at his home in Salem on April 21. He joined the L. A. W. in April of 1889 and although he was not prominent in our activities he always held an interest in our affairs. He died two hours after his arrival from Miami, Florida where he had been seeking improved health. He was a member of the Governor's Council in 1909 and 1910. Mr. Gove, who was president of the Lydia E. Pinkham Medical Company of Lynn, and for many years its business manager, was born in South Berwick, Me., on Sept. 4, 1851, and went to Lynn in 1866. He attended the Lynn public schools and was graduated from Harvard College in 1876, and from the Harvard Law School in 1877. Mr. Gove married in Lynn, on Jan. 5, 1882, Miss Aroline Chase Pinkham, daughter of the late Isaac and Lydia E. Pinkham. Immediately after their marriage they went to Salem and have since resided there.

W. C. F. Reichenbach—"Reikey," as we used to call him, died on April 2nd at the age of 75 years. He was one of the Pioneers of the L. A. W. and joined the organization in 1889. He lived at Topeka, Kansas and was Secretary-Treasurer of the Kansas Division for many years, and came as Representative to several sessions of the National Assembly. He was paymaster of the Santa Fe R. R. for 40 years. He was a very loveable man and hale-fellow-wellmet all the time. He was well-known to the Old Timers who will remember him with affection.

How to Ride a Bicycle.—The Corbin Screw Corporation, New Britain, Conn., has issued a booklet by Fred St. Onge, the Bicycle Booster, on the Art of Bicycle Riding. The booklet is of 20 pages and cover and is profusely illustrated. In his treatise Fred St. Onge shows by illustrations the

right and wrong way of riding a bicycle, the proper manner in which to adjust saddle, handlebars, etc., and also gives other hints for the cyclist. The booklet also shows many trick riding stunts done by Fred St. Onge on the stage. A copy may be had by addressing the Corbin Screw Corporation, New Britain, Conn.

St. Louis Cycling Club.—The following officers and committees were elected at the last regular monthly meeting of

the St. Louis Cycling Club:

President, C. Lindenschmit; Vice-President, Geo. Page; Secretary, E. Keuthan; Treasurer, A. J. Schreiner; Captain, A. F. Deitrich; 1st. Lieutenant, Wm. Roth; 2nd. Lieutenant, Geo. Miller: Entertainment Committee, A. J. Schreiner Chairman; Race Committee, O. F. Hassemer; By-Laws Committee, A. Lauenstein; Highways Committee, H. G. Wolzendorf; Auditing Committee, L. M. Stringer; Press Committee, F. W. Hunicke, Chairman, O. F. Hassemer, C. L. Barr; Librarian, C. Lindenschmit; Bulletin Staff, C. L. Barr, H. G. Wolzendorf, F. W. Hunicke; Club Photographer, Wm. Koeller.

#### HISTORIC DATES OF CYCLING

1883, May 25,—The fourth annual Meet of the L. A. W. at New York City. Parade in Central Park. Commander, N. Malon Beckwith. Seven tricycles in line. Several hundred bicycles. Membership reported 2131. The official organship taken from the Bicycling World and given to The Wheel of New York. 50 cents a year to be paid by L. A. W. for each subscription given to a member. Little business done owing to the contest over the Organ. Officials elected: President, N. M. Beckwith; Vice-President, Wm. H. Miller; Cor. Sec., Fred Jenkins; Recording Secretary, Angus S. Hibbard; Treasurer, Wm. Virgil Gilman. Banquet and speeches in the evening.

1883, May 30,—Meet of Essex Co. Wheelmen, of Mass. at Lynn. Parade of 52 riders. Officers elected: President, Mahlon D. Currier; Secretary, J. Fred Adams; Treasurer,

George Chinn.

1883, May 30,—Michigan Division of the L. A. W. organized at Detroit. President, Junius E. Beal.

1883, June 1,—Wheelman's Gazette started at Springfield, Mass. to boom the tournament to take place on Sept. 18, 19 and 20.

1883, June 1,—Wheelman Magazine for June comes out. The leading article was a history of the Mass. Bi Club, written by Albert S. Parsons and illustrated by Chas. W. Reed.

1883, June 1,—Commissioners of Central Park, N. Y., open the west side drive of the Park, to bicycle riders, from midnight till sunrise. To competent riders only. The wheelmen must ride two abreast and must have a permit from the Commissioners. 17 riders rode in the Park on the opening night.

1883, June 2,—Championship races at Mott Haven, N. Y.

Hendee wins one mile in  $3:36\frac{2}{5}$ ; two miles,  $6:47\frac{1}{5}$ .

1883, June 14,—Name of Bicycle Union, of England, changed to National Cyclists' Union.

1883, June 15,—Bicycle World makes note of the marriage of George D. Gideon, of Philadelphia to Miss Malvine A. Rose. And now there are several grandchildren.

1883, June 18,—Down-East tour through Maine and New Brunswick. 36 riders. Led by Frank A. Elwell. Karl Kron, George Chinn and J. Fred Adams in the party.

1883, June 20,—National Cyclists' Union, of England establishes 12 inch measurement from curb on cycle tracks.

1883, June 30,—Boston and Newton races at Beacon Park, Boston. First tricycle race on regular track. One mile tricycle race. Contestants, Wm. B. Everett wins in 4:32; Freelon Morris, 2nd; Abbot Bassett, 3rd.

1883, June 30,—H. W. Higham, an English professional comes to the U. S. Challenges John S. Prince to a 5 mile race. Race contested at Washington, D. C. Prince wins in 18:475%.

1883, June,—James Lennox rides from Lands End to John O'Groat's. Makes record of 9 days, 4 hours, 40 min.

1883, July 1,—Canadian tour promoted by Chicago Bi Club, 12 days. 30 men on wheels. Burley B. Ayers, Marshal. Route Detroit to Buffalo and return.

1883, July 2,—Meet of Canadian Wheelmen's Association at London, Ontario. Membership, 321. \$100 in the treasury. Officers elected: President, Perry Doolittle; Treasurer, J. S. Brierly.

1883, July 4,—Antique and Horrible parade by Newton (Mass.) Bi Club. Characters, Tiger, Frog, Fat Girl, two ballet girls, Ben Butler, Clown, Uncle Sam, Indian. 40 in costume.

1883, July 6,-Wm. W. Stall climbs Corey Hill, Boston,

on a Victor tricycle. First on record.

1883, July 8,—Death of S. A. Marsden, of New Haven, Conn. He was Commander of the L. A. W.; Chairman of the Racing Board; Chief Consul of Conn., and one of the Pioneers at the Newport meet.

1883, July 16,—E. H. Corson, on a Star bicycle coasts down the eight mile carriage road at Mount Washington.

First on record.

1883, July 27,-H. D. Corey climbs Corey Hill on an

Apollo tricycle.

1883, July 30,—Tricycle race by Boston Bicycle Club from Cobbs Tavern to Boston. 18 miles. Start at 5 A. M. W. W. Stall wins in 1:27:45. Followed by W. H. Edmands, J. S. Dean, Freelon Morris, W. B. Everett and C. E. Heath in order as printed.

1883, July 30,—Tournament of Peoria (Ill.) Club. Four days of racing, club drills and parading. Chas. F. Vail wins

 $\frac{1}{2}$  mile race in 1:46.

1883, Aug. 1,—Beautiful Silver Cup designed like a Saxon horn, offered by Pope Mfg. Co. for contest in races of 20 miles distance. Cost \$1,500. To be won three times in order to have ownership. After many contests for several years the cup was finally won by N. H. Van Sicklen, of Chicago.

1883, Aug. 1,—H. D. Corey rides down Mt. Washington carriage road on an Extraordinary bicycle in 1 hour, 5 min. 1883, Aug. 11,—C. E. Heath rides down Mt. Washington

carriage road in 55 min. on a Victor tricycle.

1883, Aug. 16,—Ride for a century record on a tricycle by members of the Boston Bicycle Club. Contestants, W. B. Everett, J. S. Dean and Abbot Bassett on tricycles. Theo. Rothe on a bicycle. Route, Boston to Newburyport and return. Start at midnight. Dean's tricycle broke down at Beverly. Rothe pushed ahead from Beverly. Everett and Bassett rode on to Newburyport for breakfast at 9 A. M. On homeward trip Everett's knee gave out when a heavy rain set in. Night spent at Ipswich. Next morning Everett went home by train and Bassett wheeled to his home in



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Chelsea. Record of 72 miles, which was the best on record but not satisfactory to riders. Rothe made 116 miles on his bicycle.

1883, Aug. 17,—Citizens Bicycle Club of New York decide to build a Bicycle Club house on 58th St., New York. 1883, Aug. 17,—Pierre Lallement takes a position in the

repair shop of the Pope Manfg. Co. at Boston.

1883, Aug. 24,—Mass. Div. L. A. W. organized. Chief Consul, E. K. Hill; Secretary, F. P. Kendall; Treasurer, Chas. P. Shillaber.

1883, Aug. 24,—Hill climbing contest at Corey Hill promoted by the Boston Bi Club. Ten started but only one climbed the hill. Burt Pressey succeeded in reaching the summit on a Star bicycle. Distance 2300 feet. Prize a silver medal.

1883, Sept. 3,—League of Ohio Wheelmen meets at Columbus. Voted to unite with L. A. W. as the Ohio Divis-

ion. Races were held. 1500 present. Banquet. Officers elected: Treasurer, D. E. Barnum; Secretary, Chas. J. Krag.

1883, Sept. 7.—Races at Peoria, III. Participants were L. W. Conkling and N. H. Van Sicklen of Chicago; Arthur Young, Cola Stone and Perley W. Stone, and Chas. E. Durvea of St. Louis and Chas. F. Vail of Peoria. One mile championship won by Cola E. Stone; Chas. E. Duryea 2nd.

1883, Sept. 18,—Bicycling World issues special number to circulate at the Springfield Tournament. Contained program of the Meet; biographies of racing men, table of records, list of prizes, program of fireworks, picture of Pope Cup etc. 2,000 issued. Geat success.

1883, Sept. 18,-The Pope Manfg. Co. resumes advertising in the Bicycling World. This treaty of peace was settled

without reservations.

Our next issue takes us into the field of Grand Tournaments and these grand affairs gave a new interest to cycling and drew many people to the pleasures of riding, racing, parading etc. The boom started in the trade, in the clubs and on the track. That was long ago.

## **NEW MEMBERS**

The following new members of the L. A. W. have been enrolled since the last issue:—

911—George Polacsy, New York City. 912—Stephen Ahern, New York City. 913—H. Curley, New York City.

914—Tony Deluise, New York City.

915-I. Flores, New York City.

916—Charles Garin, New York City. 917—Samuel Levy, New York City.

918-Vito Cestone, New Rochelle, N. Y.

919—George R. Steppelo, Corona, N. Y.

920—Willie Eisenhauer, Westbury, N. Y. 921—Joseph S. Caldwell, Brooklyn, N. Y.

922-R. C. Geist, New York City.

923-Alfred Kiefer, New York City.

Mr. George C. Dresser, of Brooklyn, N. Y., proposes all but the first one of the names given above. He says of them: - "Cestone is famous for holding the road record between New York and Boston, made two years ago.

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Deluise, Flores, Curley, Ahern, and Steppelo were all in the Government service during the late war and most of them saw active service. Flores was wounded in France. Joseph S. Caldwell is the Centurion of the L. I. Division of the C. R. C. A. Was a member of the A. E. F. and went to France in the Engineering Corps. He is one of the crack riders of the club. Mr. Geist is Captain of the N. Y. Division of the C. R. C. A. He was in the military training school at Oswego, N. Y. preparing to do his bit but did not get a chance to get over to the other side before the armistice was signed. Mr. Kiefer is a member of the C. R. C. A. and a pedestrian of note, having won the handicap race of the Walkers Club of New York City on their hike from City Hall, New York, to Coney Island, a distance of ten miles. He has taken in a number of long tours with the N. Y. Division boys."

Millions of Auto Cars.—By the end of this year, if carefully prepared estimates are not amiss, there will be in the United States one motor vehicle for every ten persons in the entire population. Two compilations that have just been made, and which are based upon the 1919 official figures from the various States, place the number of motor cars and trucks registered last year in excess of 7,500,000.

Five Hundred Thousand bicycles were sold in the United States last year, according to a trade report, but no mention is made of the sale of so much as one tandem wheel. Yet the tandem bicycle had a glorious day, not so very long ago. It was the ambition of many a wheel owner to add a tandem to his cycle equipment. It was the machine of romance.

Statement of the ownership, management, circulation, etc., required by Act of Congress of August 24, 1912, of Official Bulletin and Scrap Book of the L. A. W., published monthly at Newtonville, Mass., for April 1, 1920.

Before me, a Justice of the Peace in and for the State and County aforesaid, personally appeared Abbot Bassett, who, having been duly sworn, according to law, deposes and says that he is the owner of the Official Bulletin and Scrap Book of the L. A. W. and that the following is to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of Aug. 24, 1912, embodied in section 443 Postal Laws and Regulations, printed on the reverse of this form, to wit: That the names and addresses of the publisher, editor, managing editor and business manager are:-Editor, Abbot Bassett; Managing Editor, Abbot Bassett; Business Manager, Abbot Bassett; Publisher, L. A. W. Publishing Co.; Owner, Abbot Bassett. Not incorporated. No bondholders, mortgages or stockholders. Signed, Abbot Bassett. Newtonville.

Sworn to and subscribed before me this 29th day of March, 1920. John F. Payne, Justice of the Peace. My commission expires Dec. 11, 1921.

"Go to school, sonny," said Uncle Eben, "an' git educated 'bout geography. It'll help you to un'stan' dat dis worl' would keep goin' round, even if you didn't happen to be on han' to push an' holler."

familiar with machinery in general, so he bought me a sewing machine."

<sup>&</sup>quot;So your husband refused to buy you an automobile."
"Not exactly refused; he said I ought first to become

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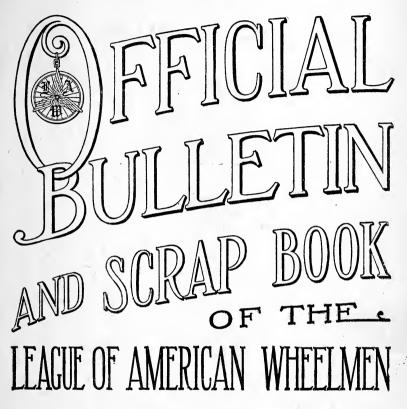
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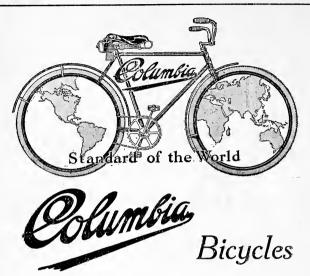
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## JUNE, 1920

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## OFFICIAL BULLETIN

#### AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR
105 Central Avenue, Newtonville, Mass.

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\$1.15 an inch for first insertion and each new setting. Repeat insertion \$1.00 an inch

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JUNE, 1920

5 Cents



## Ride a Bicycle



June.—Oh, June! Some pretty things I've said, in summers long gone by, about your roses warm and red, your pretty azure sky; but every time I've printed stuff—"Sweet day, so calm, so cool"—You've made the weather bleak enough to shrivel up a mule. Say Mr. Rare June, do you know, not many friends you're gaining, by threatening us that, as in May, you'll send incessant raining. So, this year, I'm a little shy regarding what I say; I'll wait until you've wandered by before I sing my lay. A song of beauty you shall get, if such you chance to earn; but if you're bleak and cold and wet, I'll roast you to a turn.

Lowell inquired, "what is so rare as a day in June?" Seeing that the poet was so anxious to know, we would inform him that the 29th of February is just 120 times as rare as a day in June.

The L. A. W. will celebrate its 40th Anniversary at the annual meeting in Sept. The picture taken at Newport suggests the idea that the organizers landed on a rock much bigger than the one that accommodated the Pilgrims at Plymouth. It must be remembered, also, that the wheelmen stood on the rock in May what time the Mayflowers blossom.

Once in a While A Kennedy Child makes an appearance in wheel circles. He was present at the dinner of the Hartford Wheel Club and, no doubt, shows himself the "silvertongued orator" that he used to be in days of old.

By Boat and Auto.—The annual automobile tour of the N. Y. L. A. W. will take place on the four days, June 10 to 13 inclusive. The New Yorkers are very familiar with the roads on both sides of the Hudson River and will omit this portion of former tours and start awheel from Albany. Taking the night boat for Albany on June 10 at 6 P. M. they will take up the wheel trip on June 11 to Lake Placid via Saratoga Springs, Lake George. Lunch at Chestertown, Schroon Lake, Elizabethtown and spend the night at Lake Placid—175 miles. June 12, return trip to Albany over a route to be chosen later and return to New York on night boat Sunday night June 13. The tour promises to be the best of many such trips made by the N. Y. L. A. W. The Committee in charge will be: Charles J. Obermayer, Walter M. Meserole, William M. Frisbie, Secretary W. H. Hale, 97 Chambers Street, New York, who should be addressed for further particulars of the trip.

Rovers' Cycle Club,-The thirty-fourth annual dinner of the Rovers' Cycle of Charlestown, Mass., was held at the Boston City Club on Saturday evening, May 15. was a goodly attendance of the members and all went as charmingly as a cycle bell. The eats were very satisfactory and harmless to good digestion. The treasurer reported a balance of \$202.11 on hand. It was voted to carry out the usual plan of sending flowers to the families of deceased members on Memorial Day. The following officers were elected for the ensuing year: President, Edward H. Norris; Secretary and Treasurer, Robert C. Loring; Captain, E. G. Wiswell. The guests of the evening were Charles C. Ryder, Pres. of the Boston Bicycle Club; Walter G. Kendall, Captain of the Boston Bicycle Club and Abbot Bassett, Secretary-Treasurer of the L. A. W. The after-dinner speeches were full of heartiness for the Club and the Sport and were largely reminiscent. Each one of the guests was called upon to talk and there were stories of the olden time bicycle experiences by Henry Robinson, Edward Burbeck, E. H. Norris and others. The members present evinced a disposition

to stand together for years to come and to push forward in the future at the same time looking lovingly into the past.

Hartford Wheel Club.—It was a goodly crowd that filled the dining room of the Elm Tree Inn in Farmington on May Day evening. Dull care was thrown to the winds, and stories of the good old days when the bicycle was king brought back pleasant memories to the members of the old Hartford Wheel Club who gathered to celebrate the annual reunion, and also to renew acquaintance with "Mr. Shad," a prominent member of the "Fish" family.

It was the first banquet of the club in three years, and it was a joyful occasion. It was "Hello, Jim?" "Well, I sure am glad to see you, Charlie," "My, but you're getting younger every day, Sam," and other good old palship greetings. A. H. Schumacher, president of the club and the toastmaster of the evening, kept things moving rapidly, with the able assistance of the arrangements committee, which was composed of Ted Laiman, chairman; Lew Elmer, Gus Schumacher, Fred Reid, Art Smith and Ed. Aishburg.

The members made the trip to the meeting place in automobiles. During the meal an orchestra of four pieces played old airs, which were sung by the gathering, and while the diners were tackling the fish and other good things the mu-

sical boys played jazz music.

There was no set program. The boys who could sing, or thought they could, had the privilege. One of the most pleasing numbers on the musical program was "Old Folks At Home," sung by Charlie Sponsel, Charlie Ripley and Ernie "Sliver" Waite, in which the entire assembly assisted in the chorus. Then someone accused W. H. Dresser of being an old-time end man and singer; he admitted it and sang "Sweet Adeline" with telling effect.

Charlie Sponsel was the song leader and the members were forced by him to sing, whether they felt like it or not. A large book containing all of the old songs and some new ones, was at each member's plate and he had no excuse for not singing the words to any song played. Charlie injected considerable "pep" into the reunion.

Among those who spoke were George M. Hendee; ex-Senator Samuel S. Chamberlain; Joseph Goodman; Leon P. Broadhurst and A. Kennedy Child of New York. The following officers were elected: President. H. K. Lee; vice president, E. C. Willson; T. W. Laiman; W. H. Talcott; secretary-treasurer, J. H. Lucas; board of governors; J. J. Grace, Joseph Goodman, L. H. Elmer, J. E. Leitz, M. A. Potter, H. H. Chapman, A. B. Smith, L. P. Broadhurst, C. J. Steele, William Harding, Ludwig Forster, Edward Rishberg, C. E. Hubbard, A. H. Schumacher, F. T. Reid.

It was voted to hold an outing in the summer, the board of governors to act as a committee of arrangements.

Bicycle Runs.—Germantown, Pa. seems to have the bicycle fever. On two Saturdays of May the boys of that locality held bicycle runs under the auspices of John M. Rose. A moving picture was taken of the first run. On the second run a parade of decorated bicycles went over a short route, and prizes were given for the best decorated machine. In the latter parade an American Star was ridden with the tire of the big wheel lacking and one of the lever straps gone. There was a triplet machine also in line. These runs were promoted by the Quaker City Cycling Association, a new club with young and new riders, with Walter Harley as President.

The C. T. C. of England has doubled its membership fee. During the past year the Club increased its membership by 1500 and showed a total of 10,047 members. The membership fee was five shillings and is now ten shillings.

The Monday Club of Boston has resumed its weekly lunch at Marliave's, which during the winter has been a monthly function, and all good fellows, of the city or from remote places will be gladly welcomed by the members of the club and by the kindly waitresses.

Veteran Wheelmen's Association.—The V. W. A. of Philadelphia held its annual dinner at the Musical Arts Club on May 7. A goodly company of old timers attacked and conquered the eatables. W. L. Lockhart, President of the Association presided. Speeches were made by President Lockhart, Alex Johnson, aged 72, who rode 2500 miles in the year last passed, Harry Hochstadter and Marriott C. Morris, who spoke for the L. A. W. There was a mono-

loguist who reeled of Irish stories and a man who was expert with card tricks. L. Bediehimer was elected President, J. Rea Craig, Jr., Vice-President; Samuel C. Eaton, Secretary, and James Artman, Treasurer.

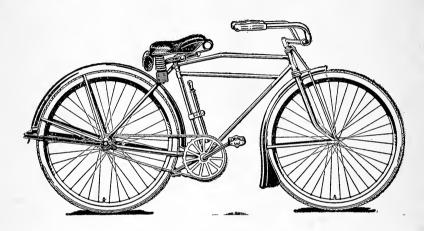
George L. Cooke will retire from the list of long distance riders. No more will he ride from Providence to participate in the W. A. T. H. His medical advisor has placed a ban on his riding and he must submit. Just now he belongs to the Cane brigade and like some of the rest of us he cannot leave the stick at home. He writes about his walks out-of-door where the fresh air tasted nice and the sunshine was soothing. Climbing stairs has shown him that his heart and tubes are not the heart and tubes that he was blessed with when he was younger. Very often he is forced to sleep in a chair over night. Bronchitis and Asthma and a weak heart are causing much trouble. He will certainly be welcome to ride in the automobiles at the W. A. T. H. if he is able but he doubts if he can do so much as that. George has been one of the best workers for the L. A. W., and he will be missed if he cannot be with us at the gatherings yet to come.

Milwaukee Club Rejuvenated.—Louis Pierron, president of the rejuvenated North Side Cycling Club, announces that he has apointed as the new control committee of the Club William A. Zealley, chairman; Charles H. Miller, sec-

retary, and Frank Johnson, treasurer.

Mr. Zealley's committee has a wide range of activities ahead of it to sustain the reputation of the North Side aggregation in fostering bicycle interest in Milwaukee and already is at work laying out a comprehensive program of events. Cycling in Milwaukee owes a big debt to Mr. Pierron. In fact the North Side Club owes its inception to his early enthusiasm. It was back in April, 1892, that Pierron issued the first call for the formation of a cycling club. With him in the enterprise were Gerhard Aussem, Alex Bunke and Joseph Becker. These four men were the prime movers in the organization of the famous Milwaukee club. The North Side Club fostered the L. A. W. Meet of July, 1900 when President Conway W. Sams and Secretary-Treasurer Abbot Bassett were prominent among the visitors.

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Century Road Club.—The C. R. C. held its 13-mile handicap on May 16th. Tom Volpe, with a handicap of two minutes won first place and L. Bennazzato, took second place with a handicap of one minute. E. C. Bendi of the Unione Sportiva Italiana, one of a quartet of scratch starters, won time prize and, since it was the first race held at this distance, created a road record of 33.25. He finished fiftieth, one-fifth of a second in front of Jerry Nunziata, a clubmate, who also started from scratch. Bert Marquart, Century Road Club Association, and Peter Becht, Empire City Wheelmen, the other two honor riders, were separated by similar time margins.

Right of Way in Mass.—The Right of Way Law provides that when two vehicles approach the intersection of streets approximately at the same moment the one approaching from the driver's right shall have the right of way, is to become operative on June 29, in Massachusetts. Such a measure has been agitated for years, especially by the Automobile Legal Association. It is modeled upon similar laws in Connecticut and New Jersey, which have worked successfully for several years. Once this law is operative, it will only be necessary to look out for the man on your right in approaching a street corner and to give him the right of way.

Girls' Club.—The latest thing in bicycle activity in Cincinnati is a girls' bicycle club to be known as the Queen City Girls' Bicycle Club. Miss Zetta Skgmeyer (If you can pronounce it, you may ride with the club) is president and captain and Miss Mary Locke is sercetary and first lieutenant. The charter membership is 28, practically all school girls. They are under the chaperonage of Mrs. Mary Gilfoyle, who has been a rider for some years. She confidently predicts a membership of 50 or 60. The club plans to ride out every Saturday during the season, taking their lunches. They will try to visit nearby towns, or special objects of interest. The original purpose is open air exercise. A committee has been appointed to devise a proper uniform that will render riding easy and make the public appearance of the platoon more impressive.

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The Hardly Able Cyclists of Philadelphia ventured on a ride to Mt. Holly, N. J., and return, on Sunday, May 2. This was the 24th Annual run of the Unable riders and they made good by covering a distance of 55 miles. Fourteen riders participated and they were able to carry out what they undertook.

Historic Dates of Cycling.—1883, Sept. 18.—Grand threeday tournament at Springfield, Mass. Henry E. Ducker, President; A. L. Fennesry, Secretary-Treasurer. Parade, Races, Cycle Show, Tented Camp, Fireworks. Parade, N. Malon Beckwith, Commander, 629 wheelmen in line. Cycle Show at skating rink. Large exhibit of American and Foreign wheels. Camp of Tents for eating and sleeping quarters of visiting wheelmen, \$2.50 per day. Racing on track, 40,000 patrons. Schools, stores and factories closed on second day and 28,000 people at the Park. Foreign racing men were: C. D. Vesey and A. H. Robinson, amateur; John Keen and Robert James, professional. five mile tricycle records broken. One mile tricycle championship won by W. W. Stall, 25-mile championship race for a \$500 diamond medal won by A. H. Robinson of England. Fred Jenkins was Referee. Exhibition of fireworks on the track showed bicycle rider on a wheel ending with a header, and many other uniques. Receipts \$20,000. Cost of prizes, \$6000. Everything paid except the camp which lost \$1600. The loss was made up by a popular subscription.

1883, Sept. 20.—Fall meet of L. A. W. Board of Officers at Springfield, President Beckwith in the chair. Cash on hand, \$523.68. Reports of officers; 1500 applicants re-

ported.

1883, Sept. 26.—Indiana Division, L. A. W. forméd.

Chief Counsel, L. M. Wainwright.

1883, Sept. 27.—Annual Meet of Penn. Division at Philadelphia. Parade and Races. Three-mile L. A. W. championship won by George D. Gideon in 9.58 3-4. One mile State Championship won by George D. Gideon in 3.18 3-4.

Mile bicycle race won by Abe Powell.

1883, Sept. 27.—Abbot Bassett makes first tricycle century in United States. Accompanied by Frank M. Gilley, on a bicycle, the start was made from Chelsea at 4 A. M. Route westerly to South Natick. Arrived at 7.30 A. M. 25 miles. Then northerly to Cambridge, Salem, for dinner.



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Then to Beverly and Ipswich. Returned to home at 8.30 P. M. Distance registered on two cyclometers 104½ miles. Riding time, 14½ hours.

1883, Sept. 27.—Twenty-mile championship of Boston Bi

Club won by Freelon Morris in 1.19 43 3-5.

1883, Oct. 1.—Cycle records to date. Bicycle, George M. Hendee, 1-4-mile 42 2-5; ½-mile, 1.22 3-4; 3-4-mile 2.11; 1 mile, 2.50, A. H. Robinson, 2 miles, 6.02 2-5; 3 miles, W. C. Palmer, of New Haven, 9.17; 4 miles, Hendee, 12.30; 5 mile, Hendee, 15.26 3-4.

Tricycle records—Burnham, 1 mile, 3.31 3-4; 2 miles,

7.5 1-4, 3 miles, Thomas Midgley, 11.21.

Professional—1 mile, Prince 2.59; 2 miles, 6.111/2; 3

miles, John Keen, 9.29.

1883, Oct. 1.—Prizes offered by the Pope Manufacturing Company for best essays on the use of the bicycle by physicians. Won by Dr. George E. Blackham, of Dun-

kirk, N. Y. Dr. J. F. Baldwin of Columbus, Ohio and Dr.

Charles' A. Kinch of New York City.

1883, Oct. 3.—Races and parade at Brockton. Races ½-mile, A. H. Robinson, of England; 2 miles, E. P. Burnham over Robinson, 6.12 3-4. F. H. Johnson, Chief Marshal of Parade.

1883, Oct. 6.—Annual 100-mile race of Boston Bi Club. South Natick to Rowley and return to Boston. Won by

Thomas Midgley in 10 hours 44 minutes.

1883, Oct. 10.—Races at Hamilton Park, New Haven, Conn. One mile, George M. Hendee, 2.50; 5-mile, Hendee, 15.26 3-4; 3-mile State Championship, W. C. Palmer. Two mile tricycle, E. P. Burnham, 7.54; Stephen Terry, Commander of Parade. Seven tricycles in line. Fancy riding at skating rink in the evening.

1883, Oct. 11.-Karl Kron makes a century run over Can-

adian roads on Columbia bicycle No. 234.

1883, Oct. 12.—H. D. Corey rides 190 miles in 24 hours on Massachusetts roads.

From President Whitney.—To the Members of the L. A. W.

It is again my pleasure to address you after a long silence.

Forty years ago at Newport, R. I., was founded the organization to which we remain so loyal.

I question whether the founders thought at that time that it would live and be in existence so many years after it was formed, but events have shown that it has been kept alive by ties of friendship and in remembrance of what it has

done in the past.

Starting as it did from small beginnings it grew until in 1898 it reached the great number of 103,293 and as the motor car came in our sport waned and, of course, the membership dropped, but there is even now a chance for gains, but not to reach the peak as it did before in 1898. The interest seems to be increasing as figures show that many bicycles are made and sold.

The additions to our membership are gratifying, and it is the desire of your President, when he retires from the office in September, to have made another net gain during the year.

May we not feel proud of the record of the L. A. W., forty years of existence and some of the founders still living. The first organization to push for good roads now enjoyed by millions. That in itself is something the L. A. W. should

be given credit for.

I wish to call the attention of the members to the Assembly Meeting to be held in September, which is followed by the annual "Wheel about the Hub," and I urge all who possibly can do so to take in both events. The W. A. T. H. this year will be changed in some features, but the plan as outlined will be far more interesting than it has been heretofore. Kindly watch the Official Bulletin for further particulars.

It is the wish of the officers that the anniversary of the founding of the L. A. W. be observed, and a plan will be marked out which will be interesting to all who attend this

Assembly Meeting.

Fraternally Elmer G. Whitney, President

#### NEW MEMBERS-IUNE, 1920

The following new members of the L. A. W. have been enrolled since the last issue:-

924—Joseph Caspro, New York City.

925—Edward Krumm, Sr., New York City. 926—Emil Schindler, New York City.

927—James Riddett, Yonkers, N. Y. 928—Miss Madeleine Cady, Warren, R. I. 929—Harold C. Brooks, New London, Conn.

Willie—Paw, what is the difference between wild oats and regular oats?

Paw—Wild oats are sown at night, my son.

One Chinese proverb runs as follows:- "You cannot prevent the birds of sadness from flying over your head, but you may prevent them from stopping to build nests in your hair.





## The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prose-

cuting the good work we have undertaken.

#### OFFICERS FOR 1918-1919

President, Elmer G. Whitney, Dover, N.H.; 1st Vice-President, Wm. M. Frisbie, Ozone Park, N.Y.; 2nd Vice-President, Josiah S. Dean, 60 State Street, Boston; Secretary-Treasurer and Editor of Publications, Abbot Bassett, 105 Central Avenue, Newtonville, Mass.; Auditor, Augustus Nickerson, 131 State Street, Boston, Mass.

## APPLICATION FOR MEMBERSHIP

#### ABBOT BASSETT, Secretary L. A. W.

DEAR SIR:—Enclosed-find the sum of ONE DOLLAR, of which seventy five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

Nome,	*******************************	•••••
Street,		•••••
City and State,		•••••••
References,		•••••

Address all applications for membership and all communications to L. A. W. Headquarters

ABBOT BASSETT, Secretary-Treasurer
105 Central Ave., Newtonville, Mass.

## Veeder Cyclometer for Bicycles



Simplicity

Accuracy

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.50.

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With an extra dial which can be set back to zero to register the mileage of each trip. Price \$3.00.

## Veeder Motorcyle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

#### **Veeder Odometer**

To register mileage of automobiles and horse-drawn vehicles,

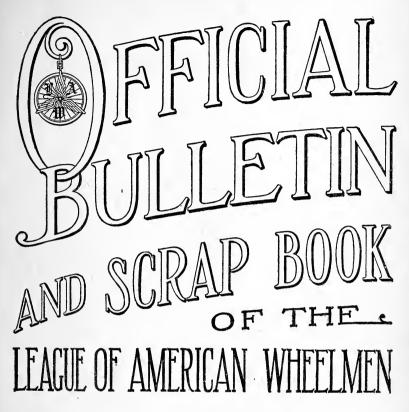
We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

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C. H. VEEDER, President H. W. LESTER, Secretary D. J. Post, Treasurer.



PUBLISHED MONTHLY

## JULY, 1920

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## L. A. W. PUBLISHING COMPANY

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When Hayes was President of the United States, more than forty years ago, the Columbia—the first American-built bicycle—was introduced. Its success was instantaneous. Even in those days it was accepted, as it has been ever since, as the highest expression of bicycle construction and excellence.

During the years that have intervened the Columbia unfalteringly has taken the initiative in developing the art of bicycle building to its present recognized supremacy. Time, expense and research have not been spared in marking its advance and progress in the bicycle world.

Today, therefore, the Columbia has reached a standard of perfection unparalleled in the history of the bicycle. Through nearly a half century of phenomenal growth and rapid development of design and construction, the Columbia won for itself and retains the enviable reputation of "Standard of the World."

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## OFFICIAL BULLETIN

#### AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR
105 Central Avenue, Newtonville, Mass.

#### ADVERTISING RATES

\$1.15 an inch for first insertion and each new setting. Repeat insertion \$1.00 an inch

Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston, Mass., under the Act of Congress. March 3, 1879.

Vol. 18. No. 7.

JULY, 1920

5 Cents

July and the rose in its beauty, making an Eden again; (Wonder if the roses will visit us this cold year?) July and desire is duty crowning the wishes of men; (Hope wishes will wear crowns this year); July in her leaves and her blossoms, gladding the earth with a smile; (Hope the earth will smile back at her.) July and the Gods and the graces dwelling with mortals awhile. (If it proves to be as rare and lovely as it "used to was" happiness will reign; but then—)

The Foolish Dictionary says of the Glorious Fourth of July—"A national holiday, invented for the benefit of popcorn and peanut vendors; lemonade chemists; dealers in explosives; physicians and surgeons. A grand chance for the citizen-soldier to hear the roar of battle, smell powder, shoot the neighbor's cat, and lose a night's rest—or a finger."

Esstee suggests that we depose the dove as an emblem of peace and adopt the snail.

Despite the fact that they were much in use here this winter, a schoolboy wrote that "a ski is what a Russian has at the end of his name."

Save daylight as we may, night always arrives in dew time.

The clock strikes daily, but never for shorter hours.

Century R. C. A.—On Memorial Day some twenty-five members of the New York and Long Island Divisions of the

C. R. C. A. rode to Poughkeepsie and return, going one day and returning the next. A very enjoyable trip, total distance about 175 miles. Wonder if the initials stand for "Can Ride Centuries Always."

N. Y. L. A. W.—The Auto tour this year was to and through the Adirondacks. Esstee was one of the party but he has a short time before going to press before telling about it. A great big joyful time, fine roads and good weather. When he catches his breath he will make a determined effort to tell of his wonderful experience in the woods and on the mountains.

Two Tracks for New York.—The racing men of Manhattan Island will have two bicycle tracks this year if plans of the promoters don't go amiss. George H. Young, who was one of the promoting high lights of the December six-day race in Madison Square Garden, has announced that a company of which he is one of the members will build a track on the upper West Side of Manhattan Town, while Joe Fogler, the former six-day rider and manager of cycling during the past two Madison Square Garden "grinds," states that he has a location for a track at Coney Island. George Young announces that his track will be opened about July I and that he will not conflict with the Newark Velodrome dates.

Married at Sixty.—An old-time racing man, W. Irving Wilhelm, winner of numerous track contests and road events, and later, for many years, a bicycle manufacturer, was married at Reading, Pa., May 15, his bride being Lucy C. Roland of Reading. Mr. Wilhelm at 60 years of age is hale and active, and is a daily rider of the wheel. He first learned it when the old style high machines were in use.

The British Handbook and Guide for 1920, issued by the Cyclists' Touring Club has come to us like an old friend of days gone by. This is the first issue of a Handbook by the C. T. C. since the outbreak of the war. It is a mine of information for the cyclist. It contains a list of officers of the C. T. C.; list of Consuls; railway and steamboat charges; Hotel and Farm House and the tariffs; list of repairers and camping sites; time to light up, etc. It is sold

to members only for 2 shillings and sixpence. It means the beginning of a new life for our cycling cousins across the water.

A Lightless Lantern.—At a recent festive gathering of road users one of the members told a good road story of a young and ardent motorist who in the very early days of motoring went to a party at a house where there were three very pretty daughters. When the motorist had reached the top of the worst hill the engine began to cough and to sneeze, and finally stopped altogether. A farmer was found who helped to get the car through a gate away from the road, there to remain until a mechanic could arrive, and then, very sympathetically, the farmer handed the motorist a lantern to help him upon his way. It was one of the old-fashioned round stable lanterns, with a ring at the top. The young man found the house, enjoyed himself, and returned home per foot. Next day there was a letter for him from one of the young ladies, who begged to return his lantern, and would he please send back the parrot cage he had evidently taken by mistake.—C. T. C. Gazette.

No Safety in Hiding.—A motor cycle rider, showing off, was dashing through a village with the empty sidecar up in the air. He had a little more assurance than experience though, and finally succeeded in turning the outfit upside down, being imprisoned under the sidecar. The village constable, not to be side-tracked from his duty, came running up and shouted: "No use hidin' under that there thing. I must have your name and address."

The Irrepressible Bad Boy.—And it came about that two bicyclers were riding down Mt. Auburn street, one in front of the other. And these two bicyclers were going fast—that is, they were going as fast as they could.

Then Satan put it into the head of a small boy to throw

Then Satan put it into the head of a small boy to throw his cap in front of the first man's wheel. But the first man was bold beyond his years, and rode over the cap without injury. Then the small boy thought he would throw his cap in front of the second man's wheel, and he ran in front of this same second man, to pick up his cap.

The second man, seeing the small boy near his wheel, turned to the right to avoid him, but the small boy, being

seized with a great and sudden fear, jumped to the right also.

And then verily the little boy was sore stricken in the flank; and likewise the rider was humbled from his proud position. And the small boy lay upon the ground with an exceeding great pain in the region of the stomach. And the wheelman, seeing him lying on the ground with an exceeding pain in the region of the stomach, thought to have killed the small boy, and humbly begged his pardon for having killed him.

Presently the small boy got up, saying that he was not hurt. Then truly the wheelman, seeing that the small boy's exceeding great pain was but transitory, waxed wroth and shook his fist, and swore at him, and went his way.

-Johnny Harvard.

Old Mare Afraid of a Bicycle.—On a certain Summer, not long ago, I was beguiled into spending a few weeks' vacation back in the country, trying to convince myself that the canned vegetables I got there were better han those I had in the city, because they were more poorly cooked and of a cheaper variety than I had been used to. That I failed as others have has nothing, however, to do with this story. On the adjoining farm to where I was stopping, lived, or rather, vegetated, an ancient "hay Reuben," whose face was ornamented with a set of straggling whiskers that looked like fine-cut chewing tobacco, and which caused the city boarders at our place, to nickname "Old Lilacs." Now "Old Lilacs" had a mare that was as skittish as he was sedate, and as hard mouthed as her owner was hard headed. Notwithstanding the fact that whenever she felt inclined she used to take the bit between her teeth and run away, dumping her owner out if it suited her, the old man always said she was just as gentle as a kitten, though he never did say just what kind of a kitten he referred to. He said she would not scare at anything on earth, except one, and that one was a bicycle, so you can just imagine how much "Old Lilacs" liked our party of three, each with a wheel. One day, when returning from the village, where he had taken more than one drink of apple Jack, the mare several times gave "Old Lilacs" notice that she was bent on mischief, but he failed to take the hint. All of a sudden there was a snort, a jump and an upset all mixed up in one, and the mare with the wagon

sped towards home, at a mile a minute gait. "Old Lilacs" gathered himself together, and began to look around for the bicycle, which was the only thing he claimed would scare his mare, but he couldn't see any signs of one, and he was at a loss to explain the sudden departure of his favorite animal, until his eye happened to rest upon a sign freshly painted upon a neighboring fence, then a smile of contentment and knowledge came upon his face, as he muttered, "I knowed that are mare must 'a seed one of them bysickels or she wouldn't got so almighty scared." The sign read, "Buy Calcutta Cycles." That was a mighty knowing mare, wasn't she?

—Still a Rider.

Told by the Judge.—Some time in the '80s, when I was a committing magistrate, a well known character about the town was brought before me by an officer, who charged him with being intoxicated in a public place. It was self-evident that the man was drunk, but he denied it, and addressed me as follows: "Judge, I am not drunk. You are supposed to know when a man is really drunk, but you don't. I'll tell you, Judge, when a man is really drunk. It is when he has to lie down flat on his stomach and hold tight to the grass with his fingers and toes to keep from floating up into the air; then he is drunk."

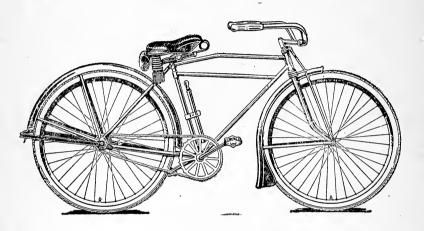
I had gained some information, so I discharged him. I wonder how much 2.75 per cent. beer it would take to put a man in that condition. I may add that the man referred

to is still alive and well preserved—in alcohol.

Case of Horse Sense.—A motor cycle rider in the backwoods section of West Virginia met an old couple driving along the road in an antiquated carriage. The horse had never seen a motor cycle before and showed anything but an amicable spirit. The old folks jumped out and the motor cycle rider dismounted and approached, offering to lead the fractious horse past the machine. "Doan you never mind about that hoss, young feller," replied the old gent. "You lead the old woman past that gosh-dinged contraption of yours. I can manage the hoss all right."

Two Strikes Like One Another.—A Springfield newspaper gave a full account of the singular expernence of Mr. Dennis Sheehan, of Northampton, who is employed at night

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SPRINGFIELD, MASS.

at the Rose Gardens near that city, evidently as a watchman. It appears that Mr. Sheehan was on his way to his work on his bicycle, just at dusk, on the road between Hadley and Northampton, when an automobile came up behind him and ran into him. He was knocked off the wheel and the wheel was wrecked, but Mr. Sheehan miraculously escaped serious injury. As he was standing in the street, contemplating the wreck of his bicycle, Dr. E. W. Brown, who at that moment came along, driving toward Northampton, stopped, alighted and offered Mr. Sheehan any aid he could render. Mr. Sheehan did not appear to need any surgical attention, and the two men were discussing the accident, when along came another automobile, driven by an Amherst man, and struck Mr. Sheehan again, tossing him a considerable distance. This time Mr. Sheehan was severely injured, his right arm and left leg being broken, and the doctor's services came into immediate play. Perhaps his presence and prompt treatment saved the man's life. But both accidents happened to Sheehan within a space of five minutes. Is there anyone else who can beat this record of being hit twice by automobiles in five minutes?

#### HISTORIC DATES OF CYCLING

\_\_\_\_1883\_\_\_\_\_

Oct. 16,—Lawrence, (Mass.) Bi Club makes record club run of 212 miles in 19½ hours.

Oct. 17,—Citizens Bi Club of New York visits Mass. Bi Club of Boston and makes several joint runs in and about the city.

Oct. 17,—Frederick Jenkins, editor of the New York Wheel falls from his bicycle and dislocates his knee.

Oct. 18,—W. F. Sutton, of London, England, rides 258 3-4 miles in 24 hours.

Oct. 19,—Springfield Wheelmen's Gazette discontinues after having issued six numbers.

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is what COLUMBIA LOCK NUTS have been termed by one who knows their value. Use will demonstrate that the description was not misapplied.







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## Not like other nuts, they will NOT shake loose.

No cotter pins or other devices needed. Made in all sizes and threads. Send us size of bolt you had to tighten that nut on yesterday. We will fit a Columbia Nut to it—FREE. A booklet with prices mailed on application.

COLUMBIA NUT & BOLT CO., Inc., Bridgeport, Conn

\_\_\_\_\_1883\_\_\_\_\_

Oct. 26,—One hundred mile bicycle race of Capital Bi Club on Athletic Park Track. Won by Thomas Midgley in 7-25-52½.

Oct. 27,—Challenge race at Springfield, Mass. Ten miles. Geo. M. Hendee and A. H. Robinson. Hendee wins in 39 m., 12 sec.

Oct. 30,—A. H. Robinson returns to England, having won more than a thousand dollars in prizes from U. S. wheelmen. The \$500 diamond medal, which he won in the 25 mile race at Springfield, was covered by a condition that it should be won three times in order to become the property of the three-times winner. Robinson was the first winner. He must have been thirsty for he put up the medal at the bar on the steamer over as security for his wine bill. And the medal never came back.

Nov. 1,—Edwin Oliver of New York, on a visit to Florida, writes to a friend in New York—"There is not a single

#### ---1883-

road in Florida that can be travelled over with a bicycle." That was 37 years ago, and now look at them.

Nov 1,—One mile L. A. W. championship at New Haven

won by Hendee in 3.362/5.

Nov. 10,—Burglars break into the home of Wm. W. Stall and steal all of his medals. Some of them were of the three win variety, and the burglars did not give them back.

Nov. 15,—Reception at new quarters of Peoria Bi Club. H. G. Rouse, John Linder and A. W. Koch gave exhibitions

of fancy riding.

Nov. 23,-L. A. W. membership 3130. New York, 654;

Mass., 556; Penn., 473; Ohio, 327; New Jersey, 203.

Nov. 23,—Wheelman Co. purchases all properties of Wheelman and of Outing and issues a new magazine called Outing and Wheelman. Officers of the company: President, Chas. E. Pratt; Treas., W. B. Howland; Editor, S. S. McClure.

Nov. 29,-Pope Mfg. Co. wins suit over St. Nicholas

Dec. 1,—Conn. Bi Club opens new quarters at Hartford. Club drill by Springfield Bi Club, and by New Haven Ramblers. Fancy riding by Dan. Canary, Geo. H. Nash and Wilmot and Sewell.

Dec. 27,—Corner stone laid for Citizens Bi Club House

at New York.

Dec. 28,—Arthur Young of St. Louis climbs Son of a Gun Hill at Manchester, Mo. Grade 1ft. in 6. Said to be much more of a climb than Corey Hill affords.

#### -1884-

Jan.,—Overman Wheel Co. purchases the American rights of the Warwick Hollow Rim and George T. Warwick of Birmingham, Eng., a son of the inventor, comes to America to supervise this branch of manufacture. Later he started the Warwick bicycle factory at Springfield, Mass.

Jan.,-Lillibridge of Rockford, Ill., introduces a detachable bicycle handle bar, that would be detached when the rider falls forward, strikes the bar with his knees, and easily

lands on his feet. Not a success.

#### \_\_\_\_1884\_\_\_\_

Jan.,-Wm. Read and Sons start agency for Royal Mail,

an English machine, in Boston.

Jan. 1,—Missouri Division, L. A. W., formed. Richard Garvey, Chief Consul; Arthur Young, Treas.; L. J. Berger, Secretary.

Jan. 18,—Chas. S. Howard becomes Boston correspondent for New York Wheel, over the signature "Lewee."

Jan. 22,—Conn. Division organized. Chief Consul, Stephen Terry; Sec., Wm. H. Thomas; Treas., Geo. H. Burt.

Jan. 25,—Karl Kron begins a canvas for 1000 subscribers, at \$1.00 each, to his book, "X M Miles on a Bicycle." Karl was in many ways eccentric. Would not join the L. A. W. Said he could help the cause by staying out of it. (Bosh!) He worked the bicycle press for a lot of free advertising. On his long rides he frequently dismounted, scratched a circle in the dirt and put K. K. in the centre. More free advertising. At the League meets and in the parade he insisted on being the last man in the procession. He always wore a white flannel suit and rode a nickle-plated bicycle.

Jan.,—This year the low wheel safety came in. The Rover Bicycle led the way. Many wheelmen looked askance at the new wheel and said the dogs would grab the

rider by the ankles and pull him off. False alarm.

Jan. 25.—Formal opening of the new club house of the Boston Bi Club on Boylston Street, opposite the Public Garden. Ladies' Night. 200 present. Germania Band orchestra. Building with freestone front and extending from Boylston Street to Park Square. Gymnasium in upper story. New occupied by Back Bay Trust Co.

Jan. 31,—Home of Peoria Bi Club burned. Total loss. Ten wheels destroyed. Pope Mfg. Co. replaces wheels at

cost.

Feb. 1,—Pope Mfg. Co. started a store at 12 Warren Street, N. Y. Elliott Mason, Columbia agent at Yonkers, placed in charge. Mason made himself decidedly popular among the N. Y. City wheelmen.

Feb. 15,—Dissolution of partnership of Oliver and Jen-

kins publishers of the N. Y. Wheel.

Feb. 15,—Springfield Bi Club protests charges made by Fred Jenkins against the club. Jenkins was Referee at the Springfield races and sent in a bill of \$100 for his services

#### -----1884-----

A thing before unknown. He also charged the Club for failure to pay certain subscriptions to his paper. President Beckwith suspended Jenkins from his position as L. A. W. Secretary and appointed Wm. V. Gilman, the Treasurer of the L. A. W., to fulfill the office of Secretary of the L. A. W.

Feb. 15,-H. B. Hart opens new Riding Hall in Phila.

near Fairmount Park.

Feb. 22.—Board of Officers meeting at Grand Union Hotel, New York. Membership of the L. A. W. 3598. Twelve States have organized Divisions. Treasurer reported \$385.68 balance in the treasury. Membership reported in favor of the expulsion of Fred Jenkins. The Board voted in favor of expulsion with but one negative vote. Washington decided upon as place for the Meet to be held on May 19 and 20. A committee appointed to receive proposals for a new official organ.

Feb. 23,—Ladies' Tricycle Club formed in New York City. Officers—President, Mrs. Fred G. Bourne; Vice President, Mrs. Elliott Mason; Sec.-Treas., Miss Anna Bab-

etta Huss.

March 1,—Geo. D. Baird appointed official handicapper

in place of Fred Jenkins, resigned.

March 1,—M. D. Rucker and Co. produces a tandem bicycle made by connecting two large wheels of an Ordinary bicycle by a horizontal bar of tubing. The wheel was popular for a while and was used in many track races at Hartford and Springfield, but it was not long lived for it required that the two riders should have legs of equal length. When the advertising for the fall races at Hartford and Springfield came out there were races for the "tandem." Our English friends noted the Adv't and brought over a few tandem tricycles. There were no American tandem tricycles and the English machines went back across the ocean, but the American makers saw the good things in the tandem and the result was that several makers of the double three wheeler came forward within a short time.

March 11,—Resignation of Fred Jenkins from the Citizens Bicycle Club of New York City. The club refused to accept the resignation and resigned as a League Club from

the L. A. W.

March 24,—New York Central Park Commission complains that wheelmen ride too fast in the Park and puts on

a speed limitation. It was provided that in future every rider must wear a uniform and show a permit from the Commissioners to ride in the Park. No tricycles allowed.

Two of a Kind on a Push.—A man who was bicycling in southern France was pushing his machine up a steep hill when he overtook a peasant with a donkey cart. The patient beast was making but little progress, although it was doing its best.

The benevolent cyclist, putting his left hand against the back of the cart and guiding his machine with the other hand, pushed so hard that the donkey, taking fresh cour-

age, pulled his load successfully up to the top.

When the summit was reached the peasant burst into

thanks to his benefactor.

"It was so good of you, indeed, monsieur!" he protested. "I should never in the world have got up the hill with only one donkey."

Temporary Road-Mending with vegetable fiber, such as hay or straw, or even leaves and twigs, is no new thing; but an interesting attempt to systematize the method now being made in Wisconsin seems decidedly novel. The Highway Commission of that State is attempting to improve long stretches of soft sand roads by covering them with a sort of matting of hay or straw mixed with tar. In most cases a layer of sand was added at the top. Hay without tar, and also tar without hay, have been tried, but chiefly as a demonstration to the residents of certain neighborhoods, of "what not to do." The experimental sections, which were treated in various ways, covered nearly 7,000 square yards, and the total cost was about ten cents per square yard.

David Grayson says: "If you see a friend slipping away from you, drop whatever you are doing and catch him. He is the only thing in this world you can't afford to lose."

"Sugar is plentiful in Cuba," says an exchange. So is heat in Satan's home address, but that doesn't help us when fuel is scarce.

Report of Nominating Committee. — The Nominating Committee of the L. A. W. presents the following list of officers for election at the balloting for officers for 1920-21. Ballots will be mailed to members of the National Assembly on Aug. 1, next ensuing, and the voting will be done by mail and in person at the Assembly, in Boston on Sept. 9th. For President—Wm. M. Frisbie, L. A. W. No. 5, of New York City.

For First Vice President-Henry W. Bullard, L. A. W.

No. 198, of Poughkeepsie, N. Y.

For Second Vice President—Andrew O. McGarrett, L. A. W. No. 70, of Allston, Mass.

For Auditor-Augustus Nickerson, L. A. W. No. 735, of

Milton, Mass.

Wm. W. Share, Fred Atwater, Fred D. Irish,

Nominating Committee.

## NEW MEMBERS — JULY 1920

The following new members of the L. A. W. have been enrolled since the last issue:—

930—Lincoln Holland, Jr. Bridgeport, Conn.

Century Road Club Associ	ation	
931—August Giri	Brooklyn,	N. Y
932—Wm. Lindner	"	
933—Edwin T. Martin	66	66
934—Frank Miccio	"	"
935—Samuel Perez	"	"
936—Joseph Tilgney	"	66
937—Fred J. Zierow	"	"

Miccio went to France with the A. E. F. as first sergeant and now holds similar position in the 5th Co., 13th Regiment.

Zierow is a coming young speed merchant and on Memorial Day last finished in third place, from the three minute mark in the 25 mile handicap road race, under the auspices of the Queen City Wheelmen, Plainfield, N. J.

Lindner, Tilgney and Perez are promising riders on the

track and road.

# Veeder Cyclometer for Bicycles



Simplicity

Accuracy

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$1.50.

#### Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$3.00.

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Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.00.

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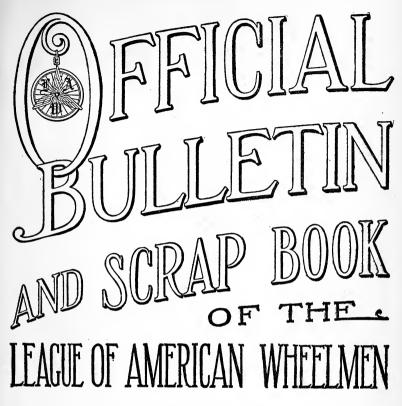
To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship. Complete descriptive catalogue sent on request.

# The Veeder Manufacturing Co.

Hartford, Conn.

C. H. VEEDER, President H. W. LESTER, Secretary D. J. Post, Treasurer.



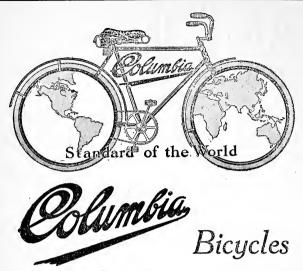
PUBLISHED MONTHLY

# AUGUST, 1920

50 Cents Per Year; 60 Cents in Boston Postal District (for extra postage) 5 Cents Single Copy

## L. A. W. PUBLISHING COMPANY

105 Central Avenue, NEWTONVILLE 60, MASS.



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Westfield Manufacturing Company Dept. 22 WESTFIELD, MASS.

# OFFICIAL BULLETIN

#### AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR
105 Central Avenue, Newtonville, Mass.

#### ADVERTISING RATES

\$1.15 an inch for first insertion and each new setting. Repeat insertion \$1.00 an inch

Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston, Mass., under the Act of Congress. March 3, 1879.

Vol. 18. No. 8.

AUGUST, 1920

5 Cents

Summer.—Philosophy is supposed to help us stand hot weather, but in most cases it doesn't. It is easier to be a follower of Zeno at zero than at 90 in the shade. We are told not to worry when every degree of all the 90 degrees is prodding us into worrying. We are told to leave iced drinks alone when every instinct of nature is urging us to indulge in a freezing deluge. We are told not to get overheated, when nothing but incarceration in a refrigerator can keep us from getting overheated. Keep all the rules which are laid down and on top of them be a philosopher. Some doctors say that we ought to leave nature alone. Then why in the name of Æsculapius shouldn't we drink cold things when nature tells us to? Also why should we not do half a dozen other things that the desire for comfort urges? Mayhaps the doctors have the right of it, and perhaps those who urge a calm, hot weather philosophy have the right of it, but we hold it a truth that the man who at 90 in the shade can deny himself drink and can philosophize himself into comfort belongs not on this earth but in those green fields "beyond the swelling flood" reserved for men made perfect.

On second thought the erratic weather for the past ten months may give us cool weather. If it does so please for-

get what we have said above.

Father (at table)—Well, son, how did you get along at school today?

Bobby—Pa, my physiology book says conversation at meals should be of a pleasant character. Let's talk about something else.

Adirondack Tour of the N. Y. L. A. W .- The annual auto tour of the N. Y. L. A. W. was held on June 10, 11, 12 and 13 of this year, 1920. The route was laid out through the Adirondack Park in Upper New York State. It was planned to make it an all wheel tour starting by a water route. The New York City wheelmen have been up and down very many times on the east and west banks of the Hudson river and have become so well acquainted with the two routes that they decided to take a middle course this year and glide through the centre of the historic river to Albany on the night boat, which is driven by two wheels and therefore a water bicycle. At 6 P. M. on June 10 three Autoquadricycles were given each a berth on the freight deck of the mammoth steamboat Berkshire which had accommodation for 65 autos in addition to a large amount of freight. There were seventeen autos on board on this occasion. The Berkshire has four decks above the main deck and all lined with staterooms; and besides these there was an observation deck containing a dance hall and the main deck containing a large dining hall. The sail up the river was delightful in every respect. Sing Sing, West Point, the mansions of the wealthy New Yorkers and the many natural scenes of beauty were pointed out to the boys by the local guide who was one of the party. The scenery was enjoyed during daylight and after the dark came down a mammoth searchlight on the steamer made things visible. Bed-time sent the party into the soothing arms of Morpheus, for the boys had real beds to sleep in rather than the old-time berths, and their slumber was not disturbed by the clangor of machinery nor by the bumping about on the bounding billow. May he be blessed who first invented quiet.

Friday, June 11, after breaking fast the boys reported for duty on the wharf at Albany. The names of those in the company should be well known to all our readers, for when the good-time bell rings they are always there.

Tourmaster, Chas. J. Obermayer; Treasurer, Wm. M. Frisbie; Guide, Walter M. Meserole; Photographer, Wm. H. Hale; Guests, Thomas P. Himes and Abbot Bassett. Rank and File, Prof. Wm. W. Share, Dr. Louis C. LeRoy, John B. Kelley, Wm. M. Thomas, W. H. Stafford, W. E. Bussell. Just a dozen.

At 8 A. M. a start was made over the route to Saratoga where drinking of the native product is not prohibited. Two of the party partook freely of the water which nature provides, at five cents a glass. Luzerne was the next place of importance on the route. The man who brought the name from Switzerland forgot how to spell it on the way over. Lake George, scene of many battles during the Revolution, next felt the pressure of rubber tires on the roadways and soon the party arrived at Chestertown where all were well fed at luncheon time. In the afternoon the route took the party to Schroon Lake and River, a very pretty bit of water, but bearing an awkward name. The Lake was named for Madame Scarron, the widow of Paul Scarron, a French dramatist and novelist, but time has made a twist in the spelling. Then the tourists rode through Underwood and New Russia, where an effort to see the Bolsheviki was made in vain; then to Keene and to that bird of a place known as Jay and Upper Jay then to Wilmington, and through North Elba, where is John Brown's home and the grave in which he is still mouldering. In this day near to the Pilgrim celebration it may be well to remember that John Brown was a lineal descendant of Peter Brown who came to Plymouth in the Mayflower. Placid Valley our destination for the day was reached early in the afternoon. There is located the Lake Placid Club on the border of Mirror Lake.

The party was now within the heart of the Adirondacks. The locality was at no very remote time the home of bears, wolves, woodchucks and other unfriendly animals, but civilization has pushed them elsewhere. State of New York has made a reservation of a very large tract of land which is known as Adirondack Park, and has built many fine roads that promote delightful riding. On the whole trip of 385 miles the party found but 8 miles of roadway that was not in first class condition. Placid Valley is walled in on one side by very many large and beautiful lakes, Mt. Marcy, the highest peak in New York (5375 ft.) is on the south side of the valley, Cobble, Sentinel and White Face are the prominent peaks on the north side. The Au Sable river has cut its way through the mountains and formed Wilmington Notch between Sentinel and White Face and this notch is one of the great attractions of

the locality where it is situated. One of the party, Prof Share, used to spend his vacation among these high mountains and he told the boys that one year he climbed to the top of White Face, 4871 feet, twenty times in one month.

The Lake Placid Club was "Sired by a Sneeze," under the direction of Melvil Dewey, who founded and brought to its present perfection the wonderfully beautiful plant of buildings and pleasure grounds that accommodate the victims of hay fever and many other persons besides. The climate is cool and laden with refreshing breezes. To give our readers an idea of the immensity of the plant of the Placid Club we submit a schedule of its outfit.

Lake Placid is seven miles long and 1865 feet above sea level. The grounds cover 7800 acres of land. There are 36 farms, 8 large clubhouses where are the dining rooms and offices; 100 cottages a large majority with two stories and many built to keep out the cold weather incident to winter; in all, 307 buildings with 1400 sleeping rooms; 400 private baths; 160 boats and many motor boats and canoes; stables containing 100 horses; 480 fine cattle; 6 modern dairies; 60 acres of hen farm with 9000 hens in occupancy; 21 tennis courts; 4 golf courses; a first-class open air theatre with 1200 seats; toboggan slides; base ball diamonds. Accommodations for 7000 guests without crowding. Open all the year and winter sports provided for.

Melvil Dewey was at one time a cyclist and was often seen riding his tricycle on the roads in and about Newton-ville. He was one of the founders of the Alpha Tricycle Club, of Newton, July 11, 1882. This was the first tricycle club in the U. S. Simplified spelling was one of the reforms which he was interested in and he organized the Spelling Reform Association. At that time he spelled his name "Dui." That it may be known that he hasn't abandoned his ideas on the spelling question we submit a specimen of how some of the eatables were presented to the party on

the Menu in the Dining Hall:-

Stud Prunz—Lam Chops—Egz—Cheez Mufins—Spyst Pears—Cotaj Pudin—Whyt Bred—Sinamon Bunz—Cofi—Sylens durin muzic—Experienst New York fysician and surjon in residense.

What an economy of time would result from fewer letters in the words one has to write. Simplified spelling has been thrown overboard by the Modern Language Association. Nevertheless, we predict that it will be retained to a considerable extent by a large body of substantial, everyday Americans. What a conservation of energy when we may spell a word just as we think it should be spelled. The unique spelling admits of no mispronunciation, nor did it interfere with the taste of the eatings.

The party was quartered for the night in "Birchrok Cotaj" one of the prettiest and best appointed cotajs in the grounds. Every fellow had a bed to himself and the whole

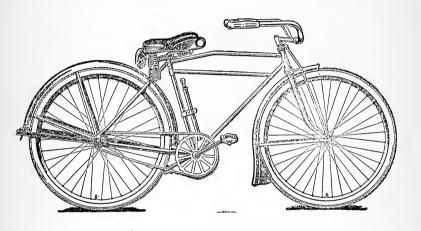
"shebang" was theirs for the night.

Near Lake Placid is a memorial monument marking the place where Theodore Roosevelt emerged from the dense woods to meet a searching party sent for him after the death of President McKinley. Mt. McGregor where General Grant died was passed on the route in this vicinity.

On Saturday morning, June 12 the boys left Lake Placid Club with many regrets that the stay could not be prolonged, and with memories of many pleasant experiencies in-doors and out-doors and in the dining room.

The morning ride was through the lake region of Adirondack Park taking in Upper, Lower and Middle Saranac Lakes, two or three Tupper Lakes and Long Lake, 14 miles long. All surrounded by high mountains and dense forests. Luncheon at the village of Tupper Lake. The lake region was thickly occupied by camps too numerous to count. It was noted that some of the camps were queerly named — "Jesferlac," "In tents," "Canvas Roof," "Aw Kum In" "Bide a Wee," etc. On the road the party saw a sign board which read—"2050 feet above sea level." The run for the day ended in Newcomb at the Lake Harris House. more the party was given possession of a cottage all by their lonesome across the field from the hotel. The boys were now 25 miles from a railroad station. The lake just behind the hotel is Lake Harris, a very broad sheet of water in the fish and game country comprising the watershed at the source of the Hudson river. It is noted for its bass, pickerel and trout. The two Toms, the expert fishermen of the party, went out in a boat with pole, line and hook, spent an afternoon on the fishing grounds and brought back one six inch perch. The same anglers went out at night and after a run of fishermen's luck they came back with 20 bull-

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heads. The hotel people were more successful and the next morning the breakfast consisted of brook trout, bullheads and perch, and a very fine breakfast it was. Good fish is always pleasing to the palate and stimulating to the brain.

During the evening a telegram was received, by one of the ladies at the hotel, announcing the nomination, at Chicago, of Governor Harding, of Ohio, for the Presidency. This gave rise to a heated discussion on the piazza. In the party was one Democrat, one disappointed Republican, a few loyal Republicans and the rest non-committal. Exciting talk raged but no friendships were shattered. He knows very little about mankind who expects by facts of reasoning to convince a determined party man.

It was quite noticeable that the dwelling houses in the Adirondacks were not ornamented with paint. Here and there an enterprising settler painted up, but the great majority of houses were unpainted. Paint on a house is ornamental. It is not so on the cheeks of young ladies. Paint wasted on the cheeks were better far on houses. But that

is another question.

On Sunday, June 13, the wheelmen left Lake Harris and took a route homeward somewhat similar to the outward route. Lunch at Ballston. Reached Albany late in the afternoon, 115 miles the last day. Total mileage, 385 miles plus 300 miles by the water route. Took the night boat for New York City and dreamed of pleasant experiences just passed through. All the auto trips of the N. Y. L. A. W. have been filled with pleasure but it must be said in truth that this one was somewhat better than any of the others. Variety is the spice of life and sameness lacks spice. There can be no comparison made between an auto tour and a bicycle tour for all the conditions are different. There is a great deal of fun in both. The bicycle represents the lower school of experience. The auto is in the high school class.

Looking Ahead.—Before Charles Fuller Gates, the Bicycle Missionary of the Cycle Trades of America, left Los Angeles and Southern California for his annual swing through the dozen west states he planned monthly road races for Los Angeles for the fourth Saturday of each month and a track race meet the second Saturday each month and broke in a missionary in the person of Hugh K. Hartung,

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of South Pasadena, to manage these race meets and road races as the representative of the Los Angeles Cycle Jobbers, who will finance the work.

Bicycles A Float.—One of the interesting floats in the centennial parade held recently in Indianapolis, Ind., was an exhibit showing the development of the bicycle industry from 1870 to 1920. The bicycle float was constructed on an appropriately decorated automobile truck and presented various models of bicycles from the old velocipedes of years ago down to special models of 1920. The wheels exhibited on the float included the following: One old wood velocipede of 1870, one old high wheel of 1885, one old "Star" high wheel of 1886, and two 1920 special models. The two latest models were mounted by a girl and a boy.

Decorations of the float were elaborate and special reflectors were provided in order properly to illumine the differ-

ent model bicycles.

Arthur Spencer added his fourth straight championship to his record when he took first place in the one-mile American championship at the Newark Velodrome, June 27. In the final Spencer met his old rival, Frank Kramer, and defeated him. In the race for third and fourth positions Champion Ray Eaton defeated Willie Spencer.

President Wilson may now ride a Bicycle.—The Inter-Club Amateur Cycle Road Racing League, of New York City, has been making a suggestion to President Wilson by making him a present of a bicycle. The bicycle was presented at the White House and the following letter in acknowledgment was received by Mr. A. R. Jacobson, president of the Club.

White House, Washington, June 16, 1920.

My dear Mr. Jacobson:

The President directs me to acknowledge your letters of June 3rd and June 14th, and to thank you very warmly for your generous courtesy in sending him the bicycle, which has been received. Of course, you will understand that the delay in acknowledging your previous letters was occasioned by the fact that we were awaiting the receipt of the bicycle.

With renewed expression of the

President's appreciation of your kindness, I am,

Sincerely yours,

(Signed) J. P. Tumulty, Secretary to the President.

The bicycle was shipped from the Westfield Mfg. Co., on June 10. President Wilson was an ardent cycler before he was elected to the highest office in the land, he having toured England and other parts of Europe

May be Presidents.—The candidates for President have expressed themselves on the Good Roads question.

Senator Warren G. Harding: "Transportation has made every avenue of civilization. There is no advancement in production and exchange until there are highways to facilitate the transportation involved. We shall notably enhance the advantages of American production when we add to the

convenience of transportation through the construction of

highways suited to the use of modern motor vehicles."
Governor James M. Cox: "The establishment and maintenance of a good road system throughout the country is as essential to the life of the nation as proper circulation of blood is essential to the life of the individual. With a perfect highway system there can be no stagnation of our transportation at any time."

There are other candidates but their opinions are negli-

gible.

A New Candidate.—The Bughouse Bugle of Bridgeport, Conn., nominates Fred Atwater of that city for President. Fred has had a very large experience as President of the L. A. W. and he may perhaps be elected. He has had to do with many hard nuts and has conquered them. The Columbia Nut and Bolt Co., issues the B. B. and backs the candidate. They will Nut Bolt the ticket.

Bicycle Record.—On Sunday July 11, at Floral Park, N. J., record time for the official Olympic bicycle distance of 108:74 miles was made in the final elimination trial for the American Olympic bicycle team by James B. Freeman of St. Louis. His time of 5 hours, 24 minutes and 50 seconds was an even two minutes faster than the previous record made in a tryout two weeks ago by A. Neimensky of New York.

Other leaders followed in this order: John Otto, Newark, N. J., 5:28:30; Ernest Kockler, Chicago, 5:28:45; Robert Grasing, New York, 5:30:02; Carl Stockholm, 5:33:29.

Bicycle Championship.—Fred Taylor of the New York A. C., won the Amateur Bicycle Championship of America by defeating Anthony Young, Willie Beck and Edward Bendi in the five-mile titular contest at the velodrome Newark, N. J., on July 11. The race was last of a series of six to decide the championship.

The road race to be run in connection with the Olympic Games at Antwerp, Belgium, will be held on August 12. It is reported that the race, one of about 170 kilometers (108.74 miles) will finish on the Garden City track, the scene of the Olympic track races and the world's champion-ships.

Good Luck in Signs.—If there is anything in signs, it looks as if fate had favored the G. O. P. candidates. Harding was born on Nov. 2, which is election day, and Coolidge was born on the fourth of July.

Connecticut Tour.—It may be of interest to you to learn of a three day tour, over July 4th, totaling 265 miles, taken by several members of the C. R. C. A., including the writer:

July 3rd, Saturday, ten members of the Long Island Division left New York at 4.15 P. M. for Bridgeport, Conn. arriving there at 8.30 P. M. Intended to go by boat but tickets were sold out when we reached the dock. Then tried to go by train but were told that our wheels might not get to Bridgeport for several days, hence the reason for starting so late to make it on the bikes, distance that day, 72 miles.

Sunday, July 4th, left Bridgeport for Waterbury, Conn., going via New Haven, Wallingford, Meriden, Berlin, New Britain, Plainville, Bristol and Thomaston, arrived Waterbury about 5.30 P. M. distance for the day, 84 miles.

At Waterbury we were joined by six members of the New York Division who rode up from New York on their wheels July 4th and on leaving Waterbury at 8.15 A. M., Monday, July 5th, we had sixteen in the party. The Boston Post Road was badly torn up in places so we decided to take another route going via Southbury, Newtown, Danbury, Ridgefield, Bedford, White Plains and Yonkers. Distance for the day 110 miles to Brooklyn. Arrived Brooklyn about 9.30 altho the party were pretty well strung out. The writer, some twenty-five years or so ago did a great dear of wheeling around Connecticut but never struck such hills as we encountered between Waterbury and Danbury. One hill especially near Southbury was fully a mile long and so steep that only those having coaster brakes were able to ride down it. However, the trip on the whole was a very enjoyable one and no accidents occurred. The delays were mostly on account of tire trouble.

Some of our members are now taking a ten day trip to Montreal, Canada, and return on their wheels. Will mail you a brief account of this trip soon as they return.

Yours fraternally,

Geo. C. Dresser.

Two Flag Run.—The New York and Long Island Divisions of the Century Road Club Association have been making a long-distance run from New York City to Montreal, Canada. It has been impossible for us to give the details of the run since it will be completed after the Bulletin has gone to press. We give the program as it was

laid out by the officers of the Association.

The Long Island Division will leave New York on Tuesday, July 13th and proceed up the Hudson to Albany via Newburg and Kingston. On July 16th the New York Division will leave at 7 p. m., Desbrosses Street Pier, Hudson River Night Lines for Albany. Proceeding north thru Lake George, Elizabethtown and Plattsburg to Chazy where the two divisions will meet. From there the state highway will take the riders over the border to the land of the maple leaf and Montreal will be reached July 20th.

After a days stop over at Montreal the cyclists will return via Chazy, Burlington, Sudbury and Troy. Sprints will be conducted after each days riding and a suitable prize offered for the team scoring the most points. The teams

will be made up of the following riders:-

The Acme Wheelmen Team. Frank Hawk and Steve Ahern The C. R. C. A. Team . . . . . Walter and Joe Cauldwell Empire City Team . . . . . . . . . . . . . . . . . . Markow and Markow Long Island Team . . . . . . . . . . . . . . Jack Fried and Abe Kesnick Little Old New York Team . . A. F. Kiefer and R. C. Geist

The mileage of the run averages close to 1000 miles and about 100 miles will be covered each day according to roads and weather conditions. For further information address either Joe Cauldwell 1321—72nd St., Brooklyn or R. C.

Geist 125 West 98 St., N. Y.

R. C. Geist Publicity Committee.

July and August will see a number of cycling classics decided in Europe. During July the Grand Prize of Paris will be run and on July 25 the Tour of France will finish. On August 7 and 8 the world's championships will be contested at the Garden City track at Antwerp, Belgium, while August 9 and 12 are the dates set aside for the cycling events at the Olympic Games in the same Belgian city.

Cannonball Baker.—This man who, in the past was a record maker on the motorcycle, has been making better records in an auto in a run from New York to Chicago. He left New York on June 23 and made the trip to Chicago in 26 hours and 50 minutes. The former record was said to be 33 hours. Since he went faster than before why not change the nickname to something that makes speed faster than a cannon-ball.

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Automobile shows had their inception in the circus, the first motor car to be exhibited being considered sufficiently freakish to win a place in Barnum's Circus, which in 1896 carried a car about the country as a part of its collection of freaks. Madison Square Garden in New York saw the first real automobile show in 1900 and Boston had its initial show two years later. At the first Madison Square Garden show a flat, oval track was built in the arena upon which makers might prove to the public that the cars would run. People took care to sit in the galleries during demonstrations and those who wanted to cross the track did so over a bridge. A sensation was created by the discovery that cars were able to climb a wooden hill which had been made on the roof of the garden.

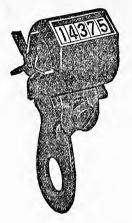
National Assembly Meeting.—The Annual Meeting of the National Assembly will be held at the Boston City Club, No. 12 Somerset St., on Thursday evening, Sept. 9, at 8 o'clock. There will be read reports of officers, the annual election of officers and such business as may be brought up will be considered. We hope for a large attendance. Previous to the meeting, at 6 o'clock, a dinner will be served for those who desire to partake. As we have to guarantee a given number of plates it is important that the Secretary be notified on or before Sept. 4th by those who will dine with us. Don't fail to notify.

Fraternally,

ABBOT BASSETT,

105 Central Avenue Newtonville, Mass. Secretary-Treasurer.

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Accuracy

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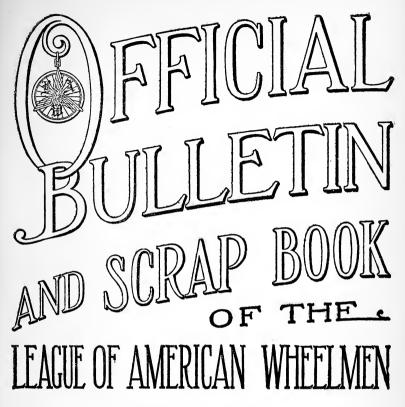
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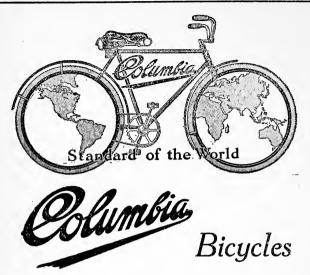
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# OFFICIAL BULLETIN

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ABBOT BASSETT - - EDITOR
105 Central Avenue, Newtonville, Mass.

#### ADVERTISING RATES

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Vol. 18. No. 9.

SEPTEMBER, 1920

5 Cents

September.—The breath of autumn comes in at the window. It is September, the barley month of the Saxons, the harvest-home month of the English, the fruit month of the French, the oyster month of our fathers. No month of all the year seems to smile upon us so gently, so lovingly, and yet with such pathos, for it is the harbinger of the changing seasons and stands at the threshold of winter. With ineffable tenderness it seems to say: "Enjoy this brightness and beauty while you may, for the melancholy days and the fall of the leaves and the death of the year come on apace."

Once more it has been demonstrated that the pen is mightier than the sword. The editors beat the generals in the fight for the presidential nomination.

The Irish Cyclist says that "America is the home of departed spirits."

France Wins.—The wheelmen representing France won the 170 kilometer road race, the Olympic bicycle classic at Antwerp on Aug. 13. Sweden was second, Belgium third, and Denmark fourth. The order of the teams' standing was determined by the times made by the four competitors of each nation in the race, August J. Nogara, John Otto, Ernest T. Knockler and James B. Freeman, the American entries, all finished the race, but their time was over five hours. Fifteen miles from the finish, Nogara, while going nicely, ran over a rooster and was given a bad fall. His legs and arms were severely bruised and his jaw and chin

were cut badly. He finished, however, and later was taken to a dressing station.

First Century Run.—A member of the L. A. W. wishing for a look backwards asks us by whom and when was the

first bicycle century made.

What appears to have been the first century run made in the United States was accomplished on Dec. 19, 1880, by H. C. Schimpeler and O. M. Anderson of Louisville, Ky. In a letter written three years later, Mr. Anderson says that the run was the outcome of local rivalry, and was not considered by the participants of more than local importance. They started at 3.15 A. M., riding 58 and 52 inch ordinary bicycles, and finished at 9.45 P. M., in a snow-storm, having covered 104 miles, with only three hours and twenty minutes for rests. During the last twenty-five miles, ridden in darkness and storm, they took numerous headers.

An Old-Time Bicycle Run.—The old-fashioned bicycle run from City Hall to Roger Williams Park on Sunday, July 5, in which 800 wheelmen participated, was a striking reminder of the days a generation ago when such events were frequent. The automobile is often charged with having driven the bicycle out, but the fact is that there are thousands of bicyclists in Providence today. The only remarkable feature of the Sunday run was that so many of them got together.

If the automobile had never been invented, we might see the bicycle much more used today than ever. It might have attained to a mechanical development, indeed, that it has not yet reached. But it is a highly serviceable device, much employed by workmen to and from their daily duties and by the youth of the land. It would probably surprise most of us to know how many bicycles are sold in the U. S. every

vear.

In the run of Sunday there were a few high-wheeled bicycles, one of them of the well-remembered variety that had its small wheel in front. The hill-climbing capacity of this make of machine was rated extraordinary. By the way, what has become of all the old high bicycles? Do they still survive in dusty attics and cellars, or have they been sent long ago to the scrap-heap and broken up?

Death of Charles F. Cossum.—After a brief illness Charles F. Cossum died suddenly at his home in New York City on Wednesday, July 20. He had not been in the best of health for a few days but his death came as a great surprise to his family, who had believed that his ailment was nothing more than a slight indisposition.

Mr. Cossum was sixty years of age last April and was born in New York City, where he attended school up to the time he was fourteen, when his father removed to Poughkeepsie. He then attended Poughkeepsie schools and later entered the office of John Nelson, brother of County Judge Homer A. Nelson, where he studied law. He later entered the office of Robert F. Wilkinson, becoming a partner and remaining associated with Mr. Wilkinson until the latter's death.

On July 14, 1917, because of financial troubles, Mr. Cossum attempted to take his life by shooting himself through the head. He was taken to Vassar Hospital, where it was found the bullet had severed the optic nerve and that he would be permanently blind.

Last fall he married Mrs. Evelyn Milford of New York. The marriage was the culmination of a courtship that started years before. After the marriage they took up their

residence in New York.

Mr. Cossum was the son of Charles Cossum and Sarah Wood Cossum. He leaves his father, two brothers, Oscar and William, and a sister, Miss Caroline Cossum, who is a

commissioner of education of Poughkeepsie.

The funeral was held at Poughkeepsie on July 30. The services were largely attended by old-time friends and acquaintances of Mr. Cossum. The Rev. Franklin B. Elmer, pastor of the First Baptist Church, officiated. A beautiful profusion of floral tributes was received.

Burial was in the Cossum family plot in the Poughkeepsie Rural Cemetery. Mr. Cossum was one of the most active workers of the L. A. W. and one of the most popular members. He joined the L. A. W. on Dec. 21, 1883. He held the office of 1st Vice President in 1896-7 and served as legal adviser for many years. He was an active member of the N. Y. L. A. W. He leaves a host of friends who will regret his loss and fondly cherish his memory.

Monument to Wilbur Wright.—The French people have recently unveiled at Le Mans, a monument to Wilbur Wright and in half a dozen addresses, one of them delivered by Premier Millerand, the story of the American who made mechanical flying practicable was told. As a chapter from the wonderland of science the like of it is not to be found in the whole history of invention. Twenty years ago navigation of the air was no more than an ideal. Lilienthal and others had tried to "imitate the birds," but their planes were mere "gliders," with no real grip on the atmosphere. Hiram Maxim's improvement turned out to be more of a lifting apparatus than a flyer, and the development of Langley's motor-driven machine stopped with its plunge into the Potomac river in December, 1903.

From the Wright brothers, Wilbur and Orville, nobody could have expected anything revolutionary in aeronautics. They carried into the work of the world no more than an ordinary high school education and a taste for mechanics; in 1900 they were running a little bicycle and machine repair shop in Dayton, O., and were active in the interest of the L. A. W. But having read of the Lilienthal experiments they had been tempted to make trial flights with "bats" of their own. One result was a new type of biplane glider which they learned to manipulate with great skill. Finally wooden propellers were attached to the machine, and, using a gas engine for motive power, the brothers launched out at Kitty Hawk, N. C., on Dec. 17, 1903. "The weird contrivance lifted itself into the air, made a flight of 852 feet in the face of a 20-mile wind, and landed its passenger in safetv."

"That day," adds the same eye-witness, "stands out as one of the memorable dates in the history of civilization,

for on that day the airplane was born."

The Wrights spent a good part of the subsequent five years in improving their machine. Orville died a few years ago and Wilbur was left alone to perfect the aeroplane. Wilbur took it to Europe and, on Sept. 21, 1908, before a distinguished assembly at Le Mans, he flew a distance of 61 miles. A month later his airplane won the Michelin cup; in the following year he gave demonstrations before the Kings of Spain, England and Italy, returning home to share with his brother, from the hands of President Taft,

the gold medals which had been awarded by the Aero Club of America. Since those triumphs were won the airplane has gone from more to more, rising to the clouds and outspeeding the fastest express train, crossing unexplored continents and making its way over trackless oceans. Without it the war might not have been won: without it peace would lose one of the mightiest of its protagonists. But it had its humble beginnings in the obscure machine shop at Dayton, and the world today regards Wilbur Wright, with the Italians who are now planning a further tribute to him, as "the American genius who gave wings to humanity."

C. R. C. A. Race.—The Inter-Division, New York and Long Island, of the Century Road Club Association 5 mile handicap road race, was held on the Southern Boulevard, Staten Island, Sunday, August 8, 1920, with the following results:

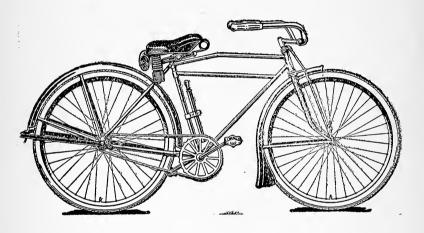
Rider	Handicap	Time
Harry Curley	1M 30S	13M 21%S
Harry Lindner	1M 30S	13M 22 <sup>2</sup> / <sub>5</sub> S
Fred Zierow	15S	13M 25 S
Joe S. Caldwell	Scratch	13M 25½S
Jack Silver	1 M	13M 26 S
Fred Westerholm	45S	$13M \ 26\% S$
Ray L. Caldwell	Scratch	13M 263/5S
Joe Tilgney	30S	13M 27 S
Sam Perez	1M 45S	13M <b>27</b> 4/5S

Walter Caldwell was on scratch but time not taken. Nine other contestants. To avoid a bad stretch of road the distance was reduced to 4.6 miles. The 1st, 2nd and 3rd prizes were gold, silver and bronze medals, six other prizes were miscellaneous merchandise, useful for a bike rider, donated by the members. After the race the members enjoyed a swim at Woodland Beach.

C. R. C. A. Games.—On Sunday, August 8th the New York and Long Island Divisions of the C. R. C. A. held their annual members games and bath run at Woodland Beach, S. I. Thirty-two riders left St. George and rode over the famous Fingerboard Road hill to the Southfield Boulevard Course.

Here a five mile handicap race was won by Harry Curley

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of the New York Division in the fast time of 13.21% for which he will receive a gold medal. Eighteen cyclists lined up for the start and ten place prizes will be awarded.

In the afternoon, the members took a swim after a big dinner of Moran's sea food. A few boys hired out boats but were swamped by the crowd that fought to get a ride. Ex Captain Mayer Cigal instructed the riders and several young ladies in the art of speed swimming (altho he cannot swim a stroke himself). At New Dorp Beach some airplanes were inspected and some desired to ride until it was learned that the price asked was one dollar a minute or ten dollars for ten minutes which was rather high for the bike riders.

Pete Wollenschlager an old time C. R. C. A. rider was among the riders and altho he carries quite a weight in his

old days he showed some speed on the Boulevard.

After games and running races on the beach the party proceeded on the homeward trip at 5 P. M. On the way thru Stapleton one rider Walter Caldwell ran into the rear of an automobile and smashed his wheel so that he had to ride in the car. Luckily he was not even scratched himself. Outside of this casualty the run was a big success. Prizes to the winners will be awarded on Friday August 13th at the New York Division club house by Centurion Steve Ahern.

R. C. Geist, Publicity Committee.

C. R. C. A. Dates Ahead.—Sept. 5-6—Two Day Tour to Philadelphia, leaving New York City Hall at 5 A. M. on Sunday, September 5th

Sept. 4-5-6—Three Day Tour to Atlantic City and Philadelphia, leaving City Hall New York at 5 A. M. on Saturday, September 4th.

Note-Both divisions will meet at Philadelphia on Sunday

night, September 5th at the Central Y. M. C. A.

All the above runs unless otherwise stated leave Columbus Circle at 8 A. M. sharp. R. C. Geist.

C. R. C. A. Atlantic City-Philadelphia Run, Labor Day, 1920.—Leave New York City Hall at 5 A. M. Saturday, Sept 4th, 1920.

First Day, Saturday, Sept. 4th, New York to Atlantic

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City, 116 miles, via St. George, Perth Amboy, Keyport, Freehold, Lakewood (Dinner), Mt. Gretna, Absecoh.

Second Day, Sunday, Sept. 5th, Atlantic City to Philadelphia, 60 miles, via Hammondton and Camden.

Third Day, Monday, Sept. 6th, Philadelphia to New York, 100 miles, via Trenton, Cranbery, Highstown and New Brunswick.

Total mileage for the three day tour, 275 miles.

Note-Those who cannot get away three days will leave New York City Hall at 5 A. M. on Sunday, Sept. 5th and ride to Philadelphia, meeting the other division at the Central Y. M. C. A.

Cycle Trades of America.—The newly-elected members of the Board of Directors of the Cycle Trades of America named the following officers and committees at their organization meeting at Atlantic City, August 4: President, H. M. Huffman, Dayton, Ohio.

First Vice-President, L. N. Southmayd, Chicopee Falls, Mass.

Second Vice-President, R. J. Leacock, St. Louis, Mo.

Secretary, F. J. Weschler, Springfield, Mass.

Treasurer, W. G. Schack, Angola, N. Y.

Publicity Committee, H. M. Huffman, Chairman, J. W. Henry, A. B. Coffman, E. J. Lonn, N. L. Southmayd, W. G. Schack, DeWitt Page.

Standardization Committee, E. J. Lonn, F. H. Harris,

Keyser Fry.

Directory Committee, J. W. Henry, L. M. Wainwright,

W. G. Schack, A. B. Coffman.

Entertainment Committee, Frank T. Chase, J. E. Vogal,

Jr., F. A. Baker, A. B. Coffman, Walter Rinck.

Executive Secretary Walter Rinck, was re-elected for the ensuing year.

The Westfield Manufacturing Company, makers of Columbia bicycles, have received from the War Department a certificate of award for distinguished service during the World War.

Bicycle Manufacturers' Association.—At the meeting of the Bicycle Manufacturers' Association August 4, E. J. Lonn was elected President, Jas. Baine, Vice-President; Joseph Goodman, Secretary, and W. G. Schack, Treasurer. E. J. Lonn, H. M. Huffman and W. G. Schack were elected members of the Board of Directors of the Cycle Trades of America. A rising vote of thanks was given retiring President J. P. Fogarty for his work for the Association and also as chairman of the C. T. A. Publicity Committee.

The Westfield Manufacturing Company, Westfield, Mass., makers of Columbia and other high-grade lines of bicycles, are now making an attractive line of high-grade Columbia Juvenile vehicles, in several models including boycycles, girlcycles, pedicycles, bicyclets, cyclets and pedikars. The Westfield Company decided to take on the manufacture of the juvenile vehicles some time ago, owing to the then and present existing demand for products of this nature.

One of the many exclusive features found in the design of the new Columbia product is the full ball bearing wheel construction. This new form of juvenile vehicle make-up assures smooth, easy, noiseless riding besides strengthening materially the entire commodity. The line of vehicles represents the most solid, compact and wear-resisting of its class now on the market, as the one view in their manufacture has been to create a better grade of children's vehicles.

Two Flag Run.—On Tuesday, July 13th, four members of the C. R. C. A. met at the Manhattan Bridge, N. Y. for a long tour through the Adirondacks to Montreal, P. Q. Taking the Albany Post Road up via Peekskill, to Newburg, where the first night's stop was made and climbing high Mount Rest the second day. The following days brought the riders to Catskill, Albany, Saratoga, Glens Falls, Lake George and Plattsburg.

Four other members who had but one week's vacation left N. Y. on Friday, July 16th, via the Hudson River Night Boat for Albany which was reached on Saturday at 5 A. M. Then hot on the trail of the first group—Saratoga, Lake George and Pottersville were passed the first day and an overnight stop at Schroon Lake. On the third day both divisions met at Chazy, N. Y. and the border was crossed at Rouses Pt. After a 30 mile ride through Canada a hard

rain caused a stop at St. Philippe.

Montreal was reached on Monday, July 19th, where the Y. M. C. A. afforded comfortable accommodations. In the cafeteria an old L. A. W. member, M. A. Tenney from Philadelphia was met and an interesting chat about old times made the riders feel at home in the Canadian City. Mount Royal, McGill College, Dominion Square and many of the old French Churches were seen by the cyclists. At 9 A. M. July 21st the eight riders left the town for the good old U. S. A. with quite some Canadian change in their pockets. The outward route was taken on the return trip and a wonderful time was had by all. Those on the Run were J. Caldwell, W. Caldwell, W. Yorzick, I. Markow, J. Muchtin, A. Resnick, J. Fried and R. C. Geist, all L. A. W. members.

R. C. Geist, Publicity Committee.

From St. Louis to Coast.—George Duemler and Sylvester Colligan, crack road riders of the Century Cycling Club of St. Louis and well known to all followers of the local bike track events, have started on their wheels for Los Angeles, Cal., expecting to reach the coast within fifty days.

Their trip is purely one for leisurely pleasure, and in no wise attempting to break speed or long distance records. They are both seasoned, hardened road riders, and with their experience should reach the coast easily, barring unrepairable wheel mishap. They are carrying all necessary outdoor camping paraphernalia and will be independent of any certain point to be reached by nightfall each day.

St. Louis Riders.—Five members of the St. Louis Cycling Club, H. W. Lang, Carl Schutte, E. Keuthan, H. G. Wolzendorf and "Peg" Martin have started on a long ride to Estes Park, where they will spend three weeks making daily tours awheel and mountain hikes, including a trip up Long's Peak, the highest accessible mountain in the park. They will make their headquarters at Hewes-Kirkwood ranch in Long's Peak Village.

Carl Schutte, non-resident member of Kansas City, will

meet the other riders at Denver.

Schutte and Martin were two of the American bicycle team of twelve riders which won the Olympic 200-mile bicycle race around Lake Malar, near Stockholm, Sweden, in 1912. Schutte won first place. Martin has just returned from a bicycle ride from New York to St. Louis.

J. B. Freeman of the St. Louis Cycling Club, leader of the American bicycle team for this year, is now in training at Antwerp, Belgium, preparatory to the 108-mile Olympic

bicycle race, to be held there.

# HISTORIC DATES OF CYCLING

April 1—Attorney General of the U. S. decides that a bicycle is not subject to duty, but to be regarded as personal effects when it accompanies a passenger from abroad.

April 1—Mass. Bi. Club becomes incorporated, with capital of \$10,000, to build a club house.

April 1-L. A. W. champions to date.

April 5—Boston Wheelmen propose to build a bicycle

track on Dartmouth street. Six laps to a mile.

April 11— Mass. Bi. Club purchases land for its proposed club house on Newbury street, Boston, next to the Art Club. Dimensions 24 by 112 feet.

April 12—Annual election of State Division officers of the L. A. W. The following officers of the largest Divisions

were elected:-

New York, Chief Consul,......N. Malon Beckwith Mass., Chief Consul,.....Mahlon D. Currier Penn., Chief Cousul,.....Eugene Murray Aaron

April 18—Citizens Bi. Club, of New York City, builds a club house on 58 street, 20 ft. wide, 100 ft. deep. To contain wheel room, dressing room, machine shop, bathroom. Cost \$5000. Membership of Club, 50. First club house built by bicycle club in the U. S.

April-New York Wheel cancels contract for League

Organ of the L. A. W.

April 18—Popular subscription taken up to raise \$500 to pay the debt contracted by the L. A. W. in supporting the organ.

April 22—Thomas Stevens on his bicycle trip around the world leaves San Francisco on April 22nd. Reaches Boston

Aug. 5. Covers 3500 miles in 84 days.

April 25— Grand race meet of citizens Bi. Club at American Institute, N. Y. Fancy riding by Dan. J. Canary and

Burt Pressey.

May 1—W. J. Morgan and Wm. M. Woodside start from New York to ride across the continent in 70 days. To hold exhibition race meets in order to raise money for expenses. Stranded at Washington and return to New York. A. H. Robinson, nicknamed "Doodle" puts up the prize cup, won at Springfield, on the steamer homeward, as security for his wine bill. The cup never came back although it did not belong to Robinson until he had won it three times. Value \$500.

May 13—Citizens Bi. Club withdraws from the L. A. W. on account of the expulsion of Fred Jenkins, a member of the club.

May 13—Gormully and Jeffery form partnership for bicycle business in Chicago.

May 17-J. H. Adams rides on a bicycle from Land's

End to John O'Groats. 930 miles in 6 days, 23 hours, 45

min. Beats all previous records.

May 19—Fifth annual meet of the L. A. W. at Washington, D. C. Business meeting in Ford's Opera House. 4250 members reported. Age of members limited to 18 years. Bids made for official organ from E. C. Hodges of the Bicycling World; Fred Jenkins of The Wheel; Baird & Co., for Amateur Athlete. Contract awarded to Baird & Co., L. A. W. to pay 30 cents per year for each member. Parade had 600 in line. Championship races—Hendee wins 1 mile championship in 3.06½. Also 1 mile tricycle championship in 3.57½. Banquet at Willard's Hotel, Charles E. Pratt presided.

National Assembly Meeting.—The Annual Meeting of the National Assembly will be held at the Boston City Club, No. 12 Somerset Street, on Thursday, September 9, at 8 o'clock. There will be read reports of officers, the annual election of officers and such business as may be brought up will be considered. We hope for a large attendance. Ballots to be voted by mail by those who cannot attend the meeting will be forwarded to delegates.

Fraternally,

Abbot Bassett, Secretary-Treasurer.

105 Central Avenue, Newtonville 60, Mass.

Annual Dinner of the L. A. W.—The Annual Dinner of the L. A. W., to which all members of the League are cordially invited, will be held at the Boston City Club, No. 12 Somerset Street, on Thursday, September 9, at 6 o'clock. It is hoped that the Boston members will respond to this invitation, since they are in a measure the hosts of those who come from a distance. Come and enjoy, as well as help make, a good time. Bring guests if you wish to. As we have to guarantee a given number of plates, it is important that the Secretary be notified, on or before September 4th, by those who will dine with us. Don't fail to notify.

Fraternally, Abbot Bassett, Secretary-Treasurer.

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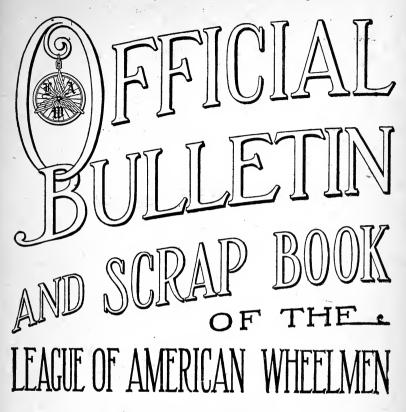
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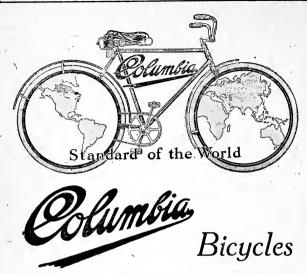
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# OFFICIAL BULLETIN

#### AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - EDITOR

105 Central Avenue, Newtonville, Mass.

#### ADVERTISING RATES

\$1.15 an inch for first insertion and each new setting. Repeat insertion \$1.00 an inch

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5 Cents

October.—Oh, the wheat is wearing whiskers, and the corn is wearing silk, and the stalks are waving tassels all so fair; and the berries call for pickers, and the cows give buttermilk, and the thistledown is floating in the air; and we greet the Indian summer, for the weather's smoky blue, and the little ones are swinging on the gate, the melon and the cucumber are both making much ado, and the office-seeker's seeking o'er the State. And Jack Frost his nest has feathered, and the squirrels are in glee, and the robin's note is heard throughout the land, and the corn will soon be gathered, and we'll have a husking bee, while nature's music beats the Sousa band.

National Assembly.—The annual meeting of the National Assembly was held at the Boston City Club on Thursday evening, Sept. 9. The following delegates and members were present: President, Elmer G. Whitney; Vice President, Wm. M. Frisbie; Sec.-Treas., Abbot Bassett; Fred Atwater, Arthur P. Benson, Henry W. Bullard, Edward P. Burnham, Chas. A. Collins, Daniel A. Cook, Alvah G. Fisher, John Rush Green, Wm. H. Hale, Thomas H. Hall, Richard E. Hamlin, Fred D. Irish, Quincy Kilby, Andrew O. McGarrett, James M. McGinley, Marriott C. Morris, Edward H. Norris, Chas. J. Obermayer, Albert S. Parsons, Fred I. Perrault, Richard Pinksohn, Charles C. Ryder, Wm. W. Share, Joseph W. Swan, James Ward. President Whitney presided.

Report of the Secretary-Treasurer.—We've met here tonight to tell what we may know of what was done at New-

port town just forty years ago. 'Twas there we organized the League; since then we've seen it grow; we've had a lot of fun, my boys, since forty years ago. We've ridden wheels, the bike, the trike, and were they high or low, we've crossed the saddle many times since forty years ago.

Forty years ago the L. A. W. was in its infancy. Organized in May 1880 we counted, in December of that year, 1785 wheelmen on our list of members, and we could boast of 41 bicycle clubs. That was a long time ago and we may claim to have had some jolly times awheel since forty years ago. The history of the League for the year-now passed is much like that of many that have gone before. And yet

there has been a change for the better.

We are now divided into two classes:—the Veterans of the early years of our existence who have laid the wheel aside; and the men of brawn and muscle who are making century runs and long distance tours. The veterans have no startling events to record, no triumphs of the race track, and no controversies over the amateur rule. All such things for them have departed down the back entry of time. Simply a group of wheelmen who seldom mount the silent steed; wheelmen loyal to the cause we stand for, determined to hold together for the preservation of that good fellowship that has been with us from the first and accentuated by each succeeding year.

The stalwart group of new riders is doing us great credit and piling up speed and distance records that are remarkably creditable. We must give New York and St. Louis the credit for doing the best speed work and it must be said that these cities have been putting up the best records that have been made since forty years ago. And yet record making is not the only triumph we have made.

That we initiated the movement for good roads, which has gridironed the country with hard and smooth highways fit for a bicycle to travel on, cannot be denied, and where the bicycle can go all else may follow. The first effective medium of propaganda for good roads in the U.S. went from the Secretary's office. It was a pamphlet giving directions for the making and keeping of macadam roads. 450,000 of these books were sent to legislators, surveyors, and constructors in every state of the Union by resident wheelmen. It was the first and most effective movement in the cause of good highways. That we made cycle racing an

orderly clean and well-managed sport, free from gambling, is proven by our record, and that we gathered a group of earnest and fraternally inclined good fellows, and have given to them a garland of evergreen memories for the solace and enjo ment of their declining years is universally admitted by those who have been with us and those who are with us to-day. We've had some jo ful times indeed since forty years ago!

Our membership seems to have reached a low level that is permanent. The movement is upward and not downward. Taking our membership at five year periods we find that we had in 1885, 4,739 members; in 1890, 12,500; 1895, 26,140. (Between 1895 and 1900 we went upwards to 103,000 but the year 1900 found us at 50,572); 1905, 2,874, 1910, 1,240; 1915, 1,023; 1920, 912.

During the year just passed we have renewed 527 members and added 48 new members. The totals by States are as follows: Calif., 30; Colo., 7; Conn., 48; D. C., 6; Fla., 5; Idaho, 2; Ill., 31; Ind., 5; Iowa, 4; Kan., 2; Ky., 5; Me., 7; Md., 10; Mass., 160; Mich., 12; Minn., 2; Mo., 36; N. H., 14; N. J., 62; N. Y., 212; Ohio, 24; Ore., 2; Pa., 152; R. I., 35; Texas, 2; W. Va., 2; Wis., 19; Canada, 2; England, 2; and one member from each of the following States, Del., Ga., Mont., No. Caro., Utah, Vt., Va., Wash'n., Wyo., France, Phil., Ids., Hawaii. Total 912. In the list above are included 283 life members. Last year our total was 898 and we show a gain of 16.

We're booked a lot of members, boys, since forty years

ago.

We have received for dues \$575 and from subscriptions to Bulletin fund \$282. The Secretary-Treasurer, has received a salary of \$143.25. A decrease of \$7.25 from that paid last year. Paid to Bulletin from membership fees \$286.50; paid L. A. W. Publishing Co. from bonus paid by members, \$282; Postage, \$41; Stationery and Printing, \$37.25; Rent, \$72. Balance on hand \$52.64. We've spent a lot of money boys since forty years ago.

Our necrology contains very few names this year. Chas. F. Cossum, joined 1883. Died July 20, 1920. W. H. Cameron, joined in 1884. Died September 19, 1919. W. C. F. Reichenback, joined 1889. Died April 2, 1920. William H. Gove, joined 1889. Died April 21, 1920. Robert

Spice, joined 1899. Died April, 1920. A. C. Fairbanks, joined 1899. Died October 11, 1919.

We've lost a lot of rare good men since forty years ago.

And so another year passes into histor—a year not marked by striking events, but one more period of time which testifies to the loyalty and the love for our organization which grows deeper and stronger as the years roll b.

There are not now such joyful das as were those das of yore, when every fellow of our set was happy to the core I hope we all are happy now, but this one fact I know; I wish we could re-live those days of forty ears ago.

After some discussion it was voted to simplify the government of the L. A. W. by cutting out the offices of the Second Vice-President and the Auditor. There has been little or nothing to be done by these officials during the past years and it was deemed better to do away with the

offices. The vote was unanimous.

Mr. McGinley from New York moved that the L. A. W. appeal to the Park Commissioners of New York to take action that will prevent all vehicles but bicycles from traveling on the cycle side paths between Prospect Park and Coney Island. These paths were built and paid for by wheelmen and new the are being torn to pieces by the heavy travel of automobiles and auto trucks and also motorcycles. Mr. McGinley read a letter from a leading lawyer of New York who maintained that the wheelmen were well within their rights in their endeavor to protect the side paths from being destro ed. It was voted to enter a protest to the Park Commissioners and to take every possible measure to secure the rights that wheelmen are entitled to.

The election of officers resulted as follows:

Whole number of votes cast 50. Necessary for a choice, 26.

For President: William M. Frisbie of New York, 50.

For Vice-President: Henry W. Bullard, of Poughkeepsie, N. Y. 50.

The candidates were declared elected.

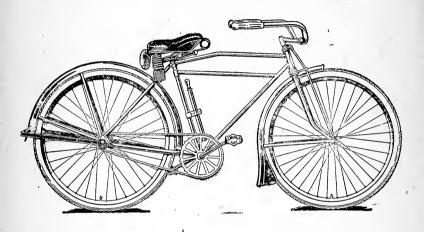
A telegram was received from George R. Bidwell expressing his regrets for absence and sending congratulations and best wishes to all present.

Annual Dinner of the L. A. W.—The annual dinner of the L. A. W. was held previous to the business meeting of

the League at the Boston City Club on September 9th. Those present at the business meeting were also present at the dinner. (See list above). The dinner was all that could be desired. After-dinner speeches were fine. Albert-S. Parsons, the only one present who was also present at the Newport Meet and was the first Secretary of the L. A. W., gave reminiscences of the Meet and of the early da s of the League. Chas. J. Obermayer of Brookl n, W. M. Frisbie of Ozone Park, N. Y. Fred. Atwater of Bridgeport, Marriott C. Morris of Philadelphia; H. W. Bullard, of Poughkeepsie, N. Y., Thomas Hall of Charlestown, Mass., Prof. W. W. Share of Brooklyn, and man others launched eloquence into the gathering. William H. Hale of Canaan, Conn. read a poem announcing the death of "John Barleycorn"; and Quincy Kilby recited a poem which he contributed to the Pickwick Club of England on the occasion of its anniversary dinner. The keynote of all the speeches was "Sentiment" and its power and usefulness on such occasions as that then present. One of the members (We dare not mention his name) stirred up a lot of word combat by stating that there was onl, one New York man present. The rest were residents of villages outside the great city. The word, battle raged long and loud but there was no shedding of tears and very much laughter. A good dinner leads the way to jo fulness, and friendly speechwar does not make enemies of friends.

The Wheel About the Hub.—The twenty-ninth Wheel About the Hub, which was the twenty-eighth under the direct auspices of the Boston Bicycle Club was held on September 10 and 11 of the present year. The following wheelmen were present:—W. G. Kendall\*, Charles C. Ryder\*, Augustus Nickerson, Fred Atwater, Abbot Bassett, G. W. Booth, E. C. Britton, Henry W. Bullard, Edward P. Burnham, John J. Fecitt, Alvah G. Fisher, William M. Frisbie, Arthur A. Glines, J. Rush Green, William H. Hale, Thomas H. Hall, Fred D. Irish, Andrew O. McGarrett, James M. McGinley\*, Marriott C. Morris\*, Charles J. Obermayer, Fred I. Perrault\*, Charles W. Reed, Theo Rothe\*, William W. Share, W. H. Stafford, Fred J. Stark, Joseph W. Swan, Elmer G. Whitney and Lee D. Whitney. The six wheelmen, designated by stars came to the starting place prepared to ride on bicycles but old Jupiter

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Pluvius allowed them to ride but a small portion of the way on the last section of the route. The seven autos made a good start with bicycles lashed on behind. The first visit was at Cobb's where the part was received by Miss Gertrude, Marger, and Mrs. Murdock. The usual entry made at this hospitable place was put on the book by Hall and Bassett. This book has in it a list of the visitors on every occasion of the W. A. T. H. since 1892. The next stop was planned for the grove at Massapoag Lake. A scouting party was sent forward to note if lunch would await the main body. Farewells were exchanged at Cobb's and the party left for the Lake. They didn't get there for they met the scouting party half way to the luncheon place and the report from them was "Nothing Doing!" Later advices informed the wheelmen that the landlord of the Tavern at Mansfield had failed to get transportation to the grove and the lunch was waiting at the Mansfield Tavern. It was a good change, Jupiter Pluvius will not let joy riders dine in the rain and if the eatables had arrived the bo s would have been forced to lunch in the stable with the cows and other cattle. This was the second time that J. P. has forbid the W. A. T. H. to dine in the grove and the party christened it "The Sorrowful Grove" to distinguish if from the old-time "Grove of Pleasant Memories." The route Tavernward was taken and the boys found a fine lunch ready and waiting for them in the Cafeteria. It was no disappointment to eat in a clean dining room with chairs to sit on and tables to hold what was coming to the diners. clean dining room promotes a fine appetite. Lunch over it meant stay in the Tavern to sup and to sleep. It was not so dull and furnished a cheerful get-together for the boys. Talking and story-telling was kept up until the supper bell rang. Charley Reed had decorated a page of the entrybook, where the names were entered, by a group of sketches illustrating the misfortunes of the day. The dinner was a good one. President Ryder presided at the table and pulled the men to their feet. Tom Hall sang "Philadelphia in the Morning," and went home to Charlestown in the Evening. Secretary Bassett read a poem telling of the "Hall of Fame" which the members have stored in their minds. Edward P. Burnham made a very interesting talk about California, its earthquakes, its fruits, its honey, and its climate. He said that he could pluck an orange in his or-

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chard every day in the year. He seemed to want to carry the whole Boston Bi-Club to the Pacific Coast where the members could sit in the orchards all day and eat of the fruit of the trees and the berries of the bushes. These was a bit of a "Scrap" later on, when Andy McGarrett proposed to eliminate the bicycles from the W. A. T. H. and depend on the autos altogether. He argued that the autos could go to greater distances and were rain-proof. The bicycle men would have none of it and they opposed the proposition to a man. Nothing accomplished. The whole matter postponed to a later date. To bed and to sleep save when trains were being made up in the railroad yard across the way. The second day was fair and the party was happy. Every man looked forward with pleasure to the clam bake at Sibley's. A short call was made on Tom Jones, guardian of the great oak and the shooting box. It was quite a jolt for the auto men, especially Andy when the bicycle struck the land of the clam before the autos reached it. Sibley's is on High Street in South Hingham. The party got there safely and the clam bake was baking. The great attrac-

tion of this great occasion was "Princess Pat," if we may call her so. Patricia Paulson, the small grand-daughter of Sibley, won the hearts of the wheelmen, and as she looked in wonder out of her black eyes it was easily seen that every big fellow fell in love with her and she seemed to fall in love with every one of them. The clams came off the rocks steaming hot. The Menu included barrels of clams, scores of lobsters, dozens of mackerel, oodles of green corn, baskets of potatoes and pounds of butter, but man, of the boys felt sorry that John Barle corn could not be at the feast. Before the feast the Silent Toast was given by Capt. Kendall and then an attack was made on the eats. It was an "Al fresco" meal, palatable and plentiful. "Sib" was, no doubt thinking that he was feeding a regiment of hungry soldiers over in France. A man on a wheel gets not so hungry as a soldier on foot, and et wheelmen are not slow at an inviting feast. This was the last act of all. The curtain of night rang down a little later than the exit and all went home with full stomachs and a mind full of delightful memories. A rain storm does not dampen the ardor of wheelmen out for a good time and the best of fun always comes to them spontaneously. Long live the W. A. T. H.

Parade and Contests at the Reservoir, Boston.-It occurred on Sunday, September 12 and was a most wonderful turn-out, 4000 c cle riders in line with both sexes and all ages represented. It was a parade and a contest of skill directed by Fred St. Onge, one of the bicycle missionaries of the cycle trade. The parade was formed in line in Copley Square, and the run was to the reservoir, six miles distant. The first rider to appear at Copley Square came from Hartford, Conn. and joined the parade after a ride of 125 miles in eleven hours. The procession started at 3 P. M. and was headed by four policemen on motorcycles. Next came Fred St. Onge on an ordinary bicycle. Closely following St. Onge were five high wheels ridden by champions of other days. The were Francis G. Gibbs of Winthrop; C. J. (Josh) Young of Cambridge, Arthur Benson of Dedham, another noted cyclist, and fourteen-year-old Lewis Storrow of Roxbury. The Boston Bicycle Club rode at the head of the line and was represented by Charles C. Ryder, Marriott C. Morris, James M. McGinley, Theodore Rothe, Fred Perreault and C. Fred Travis. Next came stars of the racing

path—Nat Butler, his brother Tom and Peter J. Berlo. When the head of the line had reached the rendezvous at the old well the last of the riders were just beginning to circle the basin. A halt was made while the judges took their positions near a decorated bandstand. The judges were Francis G. Gibbs, Edward P. Burnham of Hemet, Cal., formerly of Newton, Frank Parnham, Louis I. Kleh, C. J. Young and St. Onge. When the judges gave the riders the word to remount the embankments overlooking the lower basin were thronged by thousands of spectators and the lower edge of the roadway was lined with automobiles extending for more than half a mile. The contestants made a good start. First came the boys under fifteen years of age. In this class the prize, an Indian bicycle was awarded to seven-year-old Walter Wilson Early of Revere. Next came the girls under 15. Miss Catherine Hyde, 14, of West Lynn, carried off the honors for correct riding. As Miss Hyde rode a bicycle that was built 28 years ago, her victor, was all the more noteworthy and her award was an up-todate Henderson bicycle. Men and boys over 15 were then judged. This contest was also won by a rider on an old machine. Alan A. Lees, 39, of Melrose, was the victor. During the competition, his little daughter, Dorothy, rode on a pillow attached to the luggage carrier on the rear of the machine. The father carried off a new Harley-Davidson bicycle. Next in order were the women and girls over fifteen. Mrs. Leila Kunz of Jamaica Plain, riding another machine made many years ago, was awarded a New England bicycle. At this point, for diversion, the throng were introduced to Joseph Ecker of Dorchester, who sang two well chosen numbers. After this came the high-wheel competition, a novelty that attracted the closest attenion. Competing in this event were Burnham, Young, Gibbs, Benson, Walter Slader and young Storrow. Gibbs won the contest for best form riding. He was awarded a Black Beauty bicycle. May H. Joyce of Beverly was introduced and sang two numbers. Mrs. Joyce has a rich, pleasing voice that impressed the multitude. St. Onge then presented all the old-time riders to the gathering, including Abbot Bassett, secretary of the League of American Wheelmen; Arthur Porter, W. D. Wilmot of Fall River, who rode a wheel every day of two consecutive years, Marriott C. Morris of Philadelphia. Four hardy veterans of the Boston Bicycle

Club; the oldest club in the United States were to be seen in the front row of the grandstand-Quincy Kilby, Thomas H. Hall, Fred D. Irish and Edward H. Norris. A wonderful exhibition of comedy and scientific riding was then given b St. Onge and met with applause such as he received when he played in the leading vaudeville theatres of the world. In connection with his exhibition he addressed the crowd, stating that this was the happiest moment of his life as it brought him back to the very spot where he started the career that made him world famous. Community singing, led by George S. Dane of the Boston Community Service, Inc., followed. Several popular and patriotic numbers were sung with zest.- Boys and girls under eighteen years then lined up for an exhibition of trick riding. This contest was won by Bernard L. Cook of Medford, who was presented with a Raycycle bicycle. The trick that decided the competition was turning in the saddle while in motion to a backward riding position and resuming his normal position without dismounting. Clever exhibitions were given by several other bo s. The program ended with singing of the Star Spangled Banner by the assembly with Joseph L. Ward of New Britain, Ct., at the piano. It was an appropriate end to a wonderful outing. The whole affair was a grand success. Everything went off without a hitch. A most wonderful thing about the affair is that but one of the Boston papers. The American, made mention of the parade. It does not speak well for the public spirit of the others. The Editor of the Bulletin feels very grateful toward the Henshaw Motor Co. for placing an auto at his service for the afternoon. This enabled him to follow the parade and sit in comfort during the contests.

New York Atlantic City Philadelphia Run 1920.—"While New York Sleeps" at 5 P. M. on Saturday, September 4th four cyclists met at City Hall, New York for a long ride. The four were Fred J. Perrault of the C. R. C. of America from Boston, George C. Dresser, C. R. Asso. of Brooklyn, L. A. Wetzell of the C. R. C. Association of New York and R. C. Geist of the C. R. C. Association of New York Division. The St. George Ferry landed the group on Staten Island at daybreak 6 A. M. where the journey commenced through a dense fog. After going 16 miles through the island to Tottenville another Ferry was boarded for Perth

Amboy, N. J. After a cup of coffee a good pace was set over the long wooden bridge to South Amboy, Morgan, Keyport, Matawan, Freehold. At this place Centurion Perrault looked up in vain for that old six-day rider Zimmerman who was no longer living there. After leaving Freehold the fun began i.e. the red Jersey sand proved a great obstacle to the riders, skidding the hot sun and clouds of dust from the speeding autos prevented a faster pace than ten per hour.

.At Lakewood dinner was had at a restaurant near Gould Georgian Court Estate. Ouite a surprise was sprung when there appeared at the door of restaurant S. Levy of New York Division who had missed the early boat and sprinted after the riders by the aid of directions from the police of the small Jerse, towns. Now the party consisted of five. Continuing once more via Toms River, Waretown, Tuckerton (here an auto was ditched which the riders helped put on the road again) then it grew dark, lamps were lit and the last 30 miles were ridden in the glare of the auto headlights who raced by. Still more sand until Pleasantville was reached and from here a wonderful stretch of road like Riverside Drive brought the riders into Atlantic City at 9.30 P. M. 130 miles in 13 hours riding time, not bad considering the tremendous difficulties encountered. At Atlantic City the Y. M. C. A. on Pacific Avenue afforded the good old army cots but before retiring a hot shower and walk on the boardwalk to the Million Dollar Pier was taken. Taps sounded at midnight for the dusty, sunburned happy bunch after a strenuous day. Five o'clock Sunday September 5th found the. riders preparing for another hard day. A little three-mile walk up to the inlet and return a real Bill Plant workout aroused the curiosity of the citizens of the resort. The start for Philadelphia was made at 11 A. M. lunch at Mays Landing, a basket of peaches at Richland and sand, sand, sand, more sand through Buena Vista Hammondton Atco and Berlin here thank the Lord the sand ended and the good road prompted a sprint between the old boys Messrs. Perrault and Dresser resulting in a tie. The Chestnut Street Ferry brought the bunch to the sleepy city where camp was made at the Central Y. M. C. A. Six other C. R. C. A. members where met here namely Leo Cipes, Steve Ahern,

Joe Caldwell, W. Caldwell, Alex Whytock and Willard Knecht.

Hitting the hay at 10. P. M. after an interesting interview with Mr. Tenny of the L. A. W. an old time high wheel racing man whom the boys had met at Montreal on a run. Sevent five miles had been covered that day. Early Monday, September 6th at 9 A. M. the start for good old New York was made via Trenton, Princeton, New Brunswick and Perth Amboy some very rocky going but all arrived home safe and sound although the autos speed by at a 60 per clip, 306 miles had been ridden not at all bad for the poor conditions of the roads in Jersey and Pennsylvania. —R. C. Geist, Publicity Committee.

Fall Century Run of C. R. C. A.—On October 10, 1920, the Long Island Division of the Century Road Club Association will hold their Annual Fall Century Run over the rolling South Shore of Long Island. This will be the only century to be run this year, therefore, a large crowd is expected. The start will be made from Bedford Rest and Columbus Circle, the Pleasure Division starting at 7.00 and the Fast Division at 8.30 A. M. The course will be to East Islip via Merrick Road and return by way of Hempstead. The Pleasure Division will be for those who desired a moderate pace and the Fast Division for the racing men. Further information may be obtained from Centurion Jos. S. Caldwell, 1321 72nd Street, Brooklyn. Entry blanks will be out by September 18th.

An Old-Time Bicycle.—In a recent number of the L. A. W. Bulletin, in an article on Old Time Bicycles, appeared the query as to what had become of all the Old High Bicycles. In part answer to this question, I can answer that I still have "54" Light Champion Bicycle made by Gormley & Jeffrey Manufacturing Company, Chicago in 1888. Naturall: I prize it quite highly, especially on account of its being in a class almost alone now.—A. M. Scheffey.

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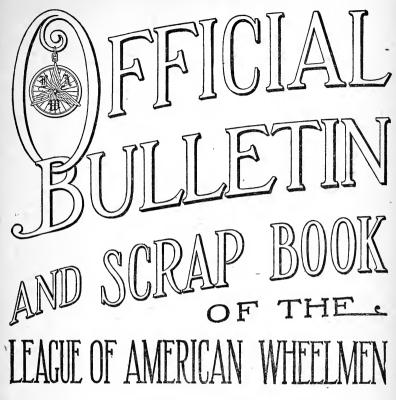
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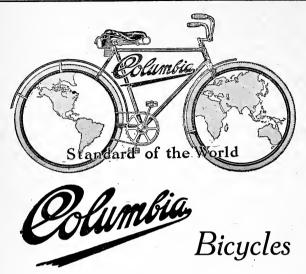
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# OFFICIAL BULLETIN

# AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

#### ADVERTISING RATES

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Entered as Second Class Matter. January 15. 1914, at the Post Office, at Boston, Mass., under the Act of Congress. March 3, 1879.

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NOVEMBER, 1920

5 Cents

November.—When the nights of dark November are growing kind 'o chill, and the winds are moaning madly through the maples on the hill; when the ducks are flying southward and the punkin pies appear, you can bet your biggest apples that Thanksgiving's drawing near. When harvesting is over and the singing schools begin, and the fires in the chimney are a blazing up like fun; when every one seems happy with a Christmas kind of cheer, you can bet your fattest turkey that Thanksgiving's drawing near!

\_\_\_\_

Autumn is here, but the "fall" in prices is still far away.

<del>\_</del>0—

Henry Ward Beecher said of the autumnal foliage of the Berkshire Hills: "Have the evening clouds, suffused with sunset, dropped down to become fixed into solid forms? Have the rainbows that followed autumn storms faded into the mountains, and left their mantles there? What a mighty chorus of colors do the trees roll down the valleys, up the hillsides, and over the mountains!"

-0-

It Is a Significant Fact that no American cyclist has yet succeeded in covering 100 miles on the road inside five hours. In Australia, a country that is not usually credited with better roads than the States, an out and home hundred has been done in 4 hrs. 36 mins., a performance which compares with the best times done in England and is actually better than Harry Green's straight-away unpaced

100 of 4 hrs. 36 mins. 22 secs., accomplished as long ago as 1902.—Irish Cyclist.

"Lee Highway" a Possibility.—A second great national highway, a counterpart to the Lincoln Highway, has been planned by the Lee Highway Association to serve as a memorial to Gen. Robert E. Lee. The original plans of the organization fixed the termini at Gettysburg and New Orleans, but later plans, if carried out, will so lengthen the highway as to extend from New York to New Orleans and thence to San Francisco. The road would be beautified and made suitable for heavy motor transportation between towns on the route.

Vito Cestone, number 918 of the L. A. W. started for the Boston to New York record on Friday, September 17. Cestone started from Boston at 4 A. M., but owing to the heavy head winds was forced to give up at Hartford. He landed at Hartford at 1.15 P. M., making the trip of approximately 126 miles in nine hours and 15 minutes. He was bothered with his eyes on account of the wind and was forced to give up, but was confident of making a new mark had he had a decent day.

"We All have our ups and downs." "Yes, especially when we sit in a seat next the aisle."

Zetta Hills of Folkestone, England, made an unsuccessful attempt to cross the English channel from Calais to Folkestone on a safety bicycle mounted on floats. The tires were removed from the wheels and to the back wheels were affixed a number of small paddles by which the machine was propelled. The total weight was less than 100 pounds. The lady got well under way and was within four miles of the English coast when the frame of her marine cycle gave way in negotiating the backwash of a closepassing steamer. She still hopes to be the first to succeed, and is only awaiting the completion of a new and strongerframed machine to again essay her task at the earliest possible moment. She covered about forty-five miles during her fifteen hours in the saddle of the sea-cycle.

Degrees of Comparison in the life of a turkey—Positive, gobble; comparative, gobbler; superlative, gobble it.

At Thanksgiving Time the key to the situation is turkey.

Deadly Sport. In the early days of the wheel it was stated in the press that cycling was the deadliest of our sports, but an investigation at that time proved that tennis was the most dangerous for there were very many sprained ankles. Dr. Robert E. Coughlin, in the New York Medical Journal, calls baseball "the deadliest sport." His investigation, which extended over the 10-year period from 1905 to 1915, shows that a total of 943 lives were lost on the field of athletic sport. "Baseball heads the list with 284 fatalities," wrote Dr. Coughlin. Football is second with 215, automobile racing third, with 128; boxing fourth, with 105. Seventy-seven cyclers and 54 jockeys lost their lives, 15 wrestlers perished on the mat, 14 persons lost their lives, playing golf, 9 were killed at bowling and 1 died while playing lawn tennis. Cycling seems to be quite safe when we note the very many bicycles now in use.

The Bicycle Booster.—When Fred St. Onge, put over the big run in Boston, September 12, he was held in the Bay State city for a few days to wind up the odds and ends of the affair. After finishing up Fred went to Hartford with the intention of staging a similar affair. He carried out a very good sized run to Sage Park out Windsor way. He is a live wire always on the jump.

C. R. C. A. Fall Schedule for 1920.—November 2—Club Run (Election Day). November 7—Point Race and Club Run. November 12—Meeting. November 14—Point Race and Club Run. November 21—C. R. C. A. Two-Hour Team Race. November 25—Club Run (Thanksgiving Day). November '26—Meeting. November 28—Point Race and Club Run. December 5—Point Race and Club Run. December 10—Meeting. December 12—Point Race and Club Run. December 19—Final Point Race and Club Run of 1920. December 24—Meeting Christmas Tree. December 26—Christmas Run.

Wheel About the Berkshires.—The Old Guard of the Hartford Wheel Club went in September on a two-days' run to and through the Berkshires. Because of many similar outings in the vicinity of Boston, wherein Esstee was a factor, he could not accept the invitation to be of the party. The following account of the run is taken from the Motorcycle and Bicycle Illustrated of Hartford, for which our thanks are given.

Saturday and Sunday, September 11 and 12, were two gala days in the history of the "Old Guard" of the Hartford Wheel Club, the veteran Nutmeg State organization. On Saturday they journeyed from Hartford to Camp Greylock, located at Becket, Mass., in the heart of the Berkshires.

Two former captains of the club were present—Charles Wood, now general manager of the Ohio Seamless Tube Company, who came on from Shelby, Ohio, to attend this outing, and Capt. William H. Talcott. About 50 members were present, making the trip of 65 miles in automobiles.

The only stop before camp was reached was at Hilltop Manor, the estate and farm of the former American bicycle champion, George M. Hendee, located just this side of the Massachusetts state line in the town of Suffield. On his retirement from the Hendee Manufacturing Co. Mr. Hendee built a large and handsome residence. He has the finest herd of Guernseys in this part of the country and other high bred stock, and does his farming by means of tractors. After a look about the house and grounds, the party accompanied by Mr. Hendee, resumed its trip to camp. Greylock has been developed by New York men as a summer camp for boys. It is 1,600 feet above sea level and is located on the shore of a spring-fed lake. Dining and recreation halls have been built, as well as tents that are provided with all the facilities of camp life and all the comforts of city life, as well.

Dinner was served in the mess hall at 7 o'clock and H. K. Lee presided after Joseph Goodman, chairman of the committee on arrangements, had reported on the plans for the outing. Mr. Lee called on a number of those present for talks and reminiscences and a delightful evening followed, the talks being interspersed with songs and recita-

tions b Michael O'Keefe. Captain Wood was roundly applauded when he said that old members of the Wheel Club should feel it a duty as well as a pleasure to attend outings of this kind. Mr. Hendee told delightfully of many interesting experiences during his career as a racer, beginning with the old Springfield meets, where he first became famous; of meeting with Everett J. Lake, Republican nominee for Governor, when both were in France on Y. M. C. A. work, and of experiences with English and other foreign racers whom he has met during later years in his trips abroad.

Charles D. Rice, general manager of the Underwood Typewriter Company, interested the crowd with anecdotes of early days in the bicycle industry in Hartford, and Henry Goodman, who had not seen the old bo s for many years and who was warmly received, had many a story to tell of the old days.

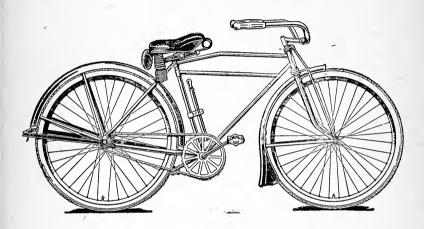
George Dresser, Louis Elmer, Capt. Herbert Bailey, "Ted" Laiman, Winifred Dresser, and C. L. Sherman, who was a member of the Columbia Cycle Club, a contemporary of the Wheel Club, who was present as a guest of Joseph Goodman, also contributed to the fund of reminiscences.

Letters of regret were received from A. W. Warner of New York, William Francis of Atlanta, Abbot Bassett, Secretary-Treasurer of the League of American Wheelman; P. Davis Oakley, Everett C. Willson, Robert W. Dw er, Major Michael Owens, Leon P. Broadhurst and Samuel S. Chamberlin. The necrology for the year included these three names—"Tom" Fahey, Henry Hill and J. B. Candee.

The Old Guard found it raining on Sunday morning, but it cleared up by 10 o'clcck and the following athletic events were run off: Boat race, won by Harry Starkie; second, H. G. Bailey; third, Ed. Heyer; swimming race, won by Fred T. Reid; second, H. G. Da ile; third, Harry Starkie; diving contest, comprising high, back and springboard dives, won by T. W. Laiman; 50-yard dash, won by Louis Main; second, Charles Wood.

After luncheon the club passed a vote of thanks to Gabriel R. Mason and his brothers, George Z. and Louis A. Mason, directors and managers of the camp, for the splen-

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did accommodations provided. The committee of arrangements also received many expressions of approval for their fortunate selection of the place, and it was the opinion of everyone that the "Old Guard" of the Hartford Wheel Club should promote regular outings.

· —o—

One Thing that Cost Not Much.—Our beloved country cost the world about \$7,000; old records recently found in Genoa show that that was the total expense of the expedition headed by Columbus. Nowadays \$7000 would scarcely pay for the preliminary discussion and paper plans of such an undertaking. Columbus' salary for the year—\$300—was about what a modern ship carpenter gets in a month. His two captains were paid \$200 a year each and the common sailors each were paid \$2.50 a month.

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Fred St. Onge, the cycle booster, called on Bridgeport, Conn., dealers and stirred up the merchants to put on a run for Sunday, September 26. It was estimated that 2,000 riders turned out for the affair. The doings consisted of a run to Seaside Park and that number of people saw the start from the Plaza.

St. Onge led the procession and he was followed by 20 girls on bicycles. At Seaside Park a spin around the

course was made.

Jos Moskowitz and ten members of Troop 7 of the Boy Scouts did patrol work along the line. L. C. Minor headed 35 Johnson motor wheel riders. The Bridgeport Cycle Co. sold nine bicycles the day previous.

St. Onge gave a talk to the crowd at the park and souvenirs were given by the Hendee, Corbin and Vitalic com-

panies.

\_\_\_

Fall Century 1920.—Eighty-three cyclists started on the annual 100-mile cross-country run held by the Long Island Division C. R. C. A. on Sunday, October 10th, 1920.

The weather was ideal for long distance riding, not too cold nor too warm. Two divisions were formed, one for the fast veterans and the other for the pleasure riders at a slightly slower pace.

George C. Dresser was chairman of the run and chief

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pacemaker, assisted by Joe Caldwell, I. Markow, A. Resnick, J. Paul, W. Knecht, Bert Marquart, Lous Grace and others. Following the merrick thru Jamaica, Valley Stream, Freeport, Bab lon, the dinner stop was made at Bayshore at the Theatre Restaurant, where roast and apple pie satisfied the hungry New Yorkers. Between Babylon and Bayshore a distance of five miles sprints were held in each division, Bert Marquart, Joe Caldwell, E. Tripol and L. Grace were in front, and for the pleasure division W. Caldwell, G. Dresser, Bob Lawson, and A. Resnick starred after riding 50 miles.

The Merrick road proved a fine level course, a spill here and there made things interesting but there was no serious accident. The return course was made via Hemstead, where ice cream was had to refresh the riders. At Jamaica the Brooklyn riders left the New Yorkers who followed the Queens Boulevard over the Queensboro Bridge to father Knickerbockers town. The time was from 7 to 8 hours riding for the 100.

Fred J. Perrault, Bill Canfield, Bob Lawson and G. C. Dresser constituted the old boys quartet having ridden centuries back in the old high wheel days, "Not so long Ago." (P. S. They are all about 50 now).

Two tandems were also in the line-up pushed by Markow and Markow, Ziero and Lindner. Of special men-

tion among the riders were:-

Fred J. Perrault of the Boston Bi Club; Bob Lawson, New York to Frisco in 41 days, America's greatest cross-country cyclist; Bill Canfield and old-time C. R. C. A. racing man, high wheel days; J. Paul, C. R. C. A. Mileage champion; B. Marquart, brother of the famous Johnny inter club champion; Joe and Walter Caldwell, New York to Montreal cyclists; Frank Fay of the Pierce Cycle Club of Harlem; L. Sattler, holder of the New York to Atlantic City record; Markow and Markow, that Empire City Wheelmen tandem team; Sam Levy of the newly organized Wingfoot Wheelmen Club of New York.—R. C. Geist, Publicity Committee.

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Charles W. Reed, the well known Boston artist and member of the Boston Bicycle Club, left on the liner Winifredian on September 2 for Monmouth, England, to visit aged relatives, and plans to return in about nine weeks. Mr. Reed is 78 years of age, but takes a keen interest in sports, including bicycling.

Crowded Out.—Last month's issue went to press minus a lot of stuff that should have been within its pages. Excuse us. We won't do it again until we have to.

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Old-Timers Stage Comeback.—On Sunday, September 5th, three well known members of the L. A. W. and Veteran Wheelman's Association of Philadelphia, comprising William L. Lockhart, Hon. Maurice A. Penney and Lockwood H. Campbell, decided to show their friends that they were not in the "has been" class, made a century to Elkton, Md., and return, via Chester and Wilmington, Del. Elkton, it is to be remembered is where couples get married in haste and repent at leisure, but none of the riders

had matrimony in mind. After a good dinner at Elkton the ride back to Philly was made in good time.

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Number 711 Member of L. A. W.—The nation congratulates Alve: A. Adee upon the celebration of the "golden jubilee" of his service in the Department of State. It was during the Administration of President Grant that he received his first appointment, and he has held his present post as Second Assistant Secretary of State since 1886. During these years he has become so thoroughly acquainted with the requirements of his office, has made himself so useful to the Department, that one can hardly imagine how things could go on without him. It was under Hamilton Fish that he entered upon his present duties, and no less than sixteen Secretaries of State have come and gone since that day. Changes in parties and Administrations have made no difference, however, and Mr. Adee has been retained because he was needed by Republicans and Democrats alike. For Presidents, Secretaries of State. Ambassadors, Ministers, his long acquaintance with diplomatic matters has made him the most trusted and valued advisor. The nation may well be grateful to this quiet, efficient officer for his half century of faithful service.—New York Sun.

Courting on the Wheel.—A writer in one of our exchanges says:—"Cycle courtship or flirtation on wheels, is especially adapted for the cool evenings which are now setting in. It affords the youthful couple the opportunity of worshipping at the shrine of Hygeia and that of Venus at one and the same time. It has all that airy and refreshing volatility, that want of seriousness, that glorious uncertainty peculiar to the flirtation under all circumstances, but in this case increased and intensified to a delightful degree." What delightful experiences he must have had.

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Amos Gardner Woodbury, 80 years of age, president of the Woodbury Drug Company and one of the earliest advocates of good roads, died June 20 at his home in Danville, Ill., after an illness of a year. Thirty years ago he was prominent as a bicycle rider and as a historian had many interesting relics of the pioneer days.

John S. Prince, famous speedway and track builder, is now planning a new speedway circuit to include Atlanta, Dallas, Jacksonville and Havana, Cuba. He recently announced that a contract for a speedway in Havana has been closed, and that there seemed to be no obstacle to prevent the construction of similar speedways in Atlanta and Jacksonville.

#### HISTORIC DATES OF CYCLING

(1884)

May, 21—First annual meet of the American Division of the C. T. C. at Poughkeepsie, N. Y. Voted to hold a Wheel About the Hub tour on the first Monday in Oct. None but members of the C. T. C. to be admitted. Business meeting to be held at Massapoag House. Banquet held at Morgan House, Poughkeepsie. Visit on wheels to Vassar College.

May 30—Opening of new bicycle track at Dartmouth street, Boston. Races on the track and athletic games in

the centre. Meeting held by Ramblers Bi. Club.

May 30—Illinois Division formed. John O. Blake, Chief Consul; Freeman Lillibridge, Sec't.; Barley B. Ayers, Treas.

June 6-Seizure of several hundred bicycles from Cunningham Co. by the U. S. Government. The Cunningham Co. had been paying £2 extra on each Harvard bicycle made by Baylis', Thomas & Co. of England. This extra payment was for exclusive control of the machine in the U. S. The Government claimed that the regular duty should have been paid on the extra sum and since the Cunningham Co. had failed to pay the additional duty the bicycles were seized. The company obtained a release of the bicycles by giving a bond for \$6,000. A second seizure was made later and another hundred bicycles were taken. The Cunningham Co. was unable to pay the \$30,000 claimed by the U. S. and this led to the wreck of the business. Thus perished the earliest bicycle business established in the U. S. After this Frank W. Weston returned to his earlier profession as an architect.

June 17-18.—Quaker City Club's Tournament at Philadelphia. Geo. D. Gideon wins 10-mile State champion-

ship in 35-26. John A. Green, second in 37-32. Ten-mile professional race, John S. Prince 31-10; W. M. Woodside, second in 31-11. Five-mile amateur tricycle race, E. P. Burnham, 17-55; George D. Gideon, 18-52. Two-mile State Championship, bicycle—A. G. Powell, 6-53; Edward Kohler, 6-53 1-4. Ten-mile Amateur Handicap—George Weber, 33-33 1-2; W. Maxwell 34-41 1-2. Five mile amateur (Club championship) Geo. D. Gideon, 16-23 1-2; F. W. Kohler, 17-6.

June 20-Pope Mfg. Co. puts two-speed gear on the Co-

lumbia tricycle.

June 20—Pope Mfg. Co. sues Overman for \$50,000 damages for infringement of the Brown Ball Bearing patent.

June 27—Chas. H. Howard, Capt. of Boston Ramblers and employed by Pope Manufacturing Company, retires from active cycling and becomes cycling editor of the Boston Globe. And now (1920) he is the Dramatic Critic on same paper.

New Members, November, 1920.—The following new members of the L. A. W. have been enrolled since the last issue:—No. 938—Alan A. Lees, Boston, Mass.

Even Life is short.—Did you ever see such tarnation times in your life? First 'tis sugar short and coal shortage, money getting short, and then they come along and tell us the hay crop is going to be short, and, consequently, milk short, too. Even the shortening in shortcake is getting shorter, and skirts ain't getting a bit longer, judging by observations.

"Maud says she's wildly in love with her new motor-car."
"Yes! Another case where man is displaced by machinery."

Spending a dollar before it is earned is like eating today the egg that is to be laid tomorrow.

One of the impressive things about the epidemic of strikes is that the fellow who works for himself doesn't have to strike.

Spoiled stomachs and spoiled children are always demanding things that they can't have.

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"Ah done ast mah lan'lady," said Shinbone, "if the 'vision her son am in got any medals in de war, an' sez she, 'Medals? Why, man, dat dere 'vision am the mos' medalsome bunch in de whole ahmy."

Teacher—Now, do you know what Christian did when he came to Hill Difficulty?

Pupil—Sure, He threw her into high.

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"Walk a mile before breakfast to get up an appetite," says a doctor. Thanks! Now we know how to keep down an appetite.

Statement of the Ownership, management, circulation, etc., required by Act of Congress of August 24, 1912, of Ofcial Bulletin and Scrap Book of the L. A. W., published monthly at Newtonville, Mass., for Oct. 1, 1920.

State of Mass., County of Middlesex.

Before me a Notary Public in and for the State and County aforesaid, personally appeared Abbot Bassett, who, having been duly sworn, according to law, deposes and says that he is the owner of the Official Bulletin and Scrap Book of the L. A. W. and that the following is to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443 Postal Laws and Regulations, printed on the reverse of this form, to wit: That the names and addresses of the publisher, editor, managing editor and business manager are:-Editor, Abbot Bassett; Managing Editor, Abbot Bassett; Business Manager, Abbot Bassett; Publisher, L. A. W. Publishing Co.; Owner, Abbot Bassett. Not incorporated. No bondholders, mortgagees, or stockholders.

Signed, Abbot Bassett, Newtonville, Mass. Sworn to and subscribed before me this 28th day of Sep-

tember, 1920. John E. Frost, Notary Public.

My commission expires July 26, 1927.

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Accuracy

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#### Veeder Odometer

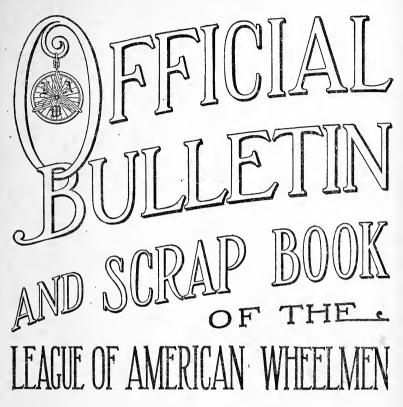
To register mileage of automobiles and horse-drawn vehicles.

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Hartford, Conn.

C. H. VEEDER, President H. W. LESTER, Secretary D. J. Post, Treasurer.



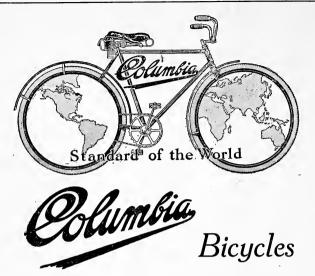
PUBLISHED MONTHLY

## DECEMBER, 1920

50 Cents Per Year; 60 Cents in Boston Postal District (for extra postage) 5 Cents Single Copy.

## L. A. W. PUBLISHING COMPANY

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# OFFICIAL BULLETIN

#### AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR
105 Central Avenue, Newtonville, Mass.

#### ADVERTISING RATES

\$1.15 an inch for first insertion and each new setting. Repeat insertion \$1.00 an inch

Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston, Mass., under the Act of Congress. March 3, 1879.

Vol. 18. No. 12.

DECEMBER, 1920

5 Cents

December.—With sad forgetfulness of flowers that made the Summer dear, December comes with gloomy days to end the fleeting year. But 'tis a consolation sweet that time in turn shall bring, for in the wake of winter months come harbingers of Spring; and fonder shall we love that Spring when Nature garbs in green, by passing through the time of blasts and winter's sunless scene! We're hoping for a jolly time when Christmas comes around; when Christmas trees are lighted up, and presents most abound.

Cheer Up.—For there is always a drop in the thermometer when the weather gets cold.

Bill Nye on Christmas.—Coming to Massachusetts as they did, at a time when the country was new and prices extremely high, they had hoped to escape from oppression and establish themselves so far away from the tyrant that he could not come over here and disturb them without suffering the extreme nausea incident to a long sea voyage. Alas, however, when they landed at Plymouth rock there was not a decent hotel in the place.

Where prosperous cities now flaunt to the sky their proud domes and floating debts, the rank jimson weed nod-ded in the wind, and the pumpkin pie of today still slumbered in the bosom of the future. At that time our ancestors had but timidly embarked in the forefather business. They did not know that future generations in four-button cutaways would rise up and call them blessed and pass resolutions of respect on their untimely death.

If they staved at home the King taxed them all out of shape, and if they went out of Boston a few rods to get enough huckleberries for breakfast, they would frequently come home so full of Indian arrows that they could not get through a common door without great pain. Such was the early history of the country where now cultivation and education and refinement run rampant, and people sit up all night to print newspapers so that we can have them in the morning.

Comes with a Picture.—Two young ladies, living in New Jersey have sent to us a water color painting and the following letter-"The enclosed little miniature ideal water color painting shows an autumn scene in the mountains of Sussex County, New Jersey. In the picture the Road Builder, his daughter and workmen are looking at the work on one of the roads, built to drive on in the years past and for carting household supplies and building materials from the valleys to the top of the mountain where was a very old farm over a hundred years ago used as a goat ranch and summer home and rest place, is presented to the League of American Wheelmen, whose pioneer work and help did so much for good roads in the United States, with the compliments and good wishes of the artist-Miss Abigail Brown Tompkins and her sister (who helped very much in the making of mountain roads) Miss Emma Louise Tompkins, who also send it in memory of our father, the late Daniel Freeman Tompkins of Newark, N. I.

"South Orange, New Jersey, Oct. 20, 1920." The picture received by the Secretary-Treasurer Abbot Bassett, who extends thanks in behalf of the League of American Wheelmen.

Return of the Bicycle.—Once more the bicycle is popular. The old fad for "the bike" faded away years ago; for a time it seemed almost disreputable to bestride a machine of two wheels while the four-wheeled motor car was leaping into public favor as the almost universal vehicle. Now a new generation of young people is learning to ride the bicycle, and, especially in the neighborhood of big industrial centres, "wheels" are numerous again. This is due partly to the creation of a great system of smooth "black roads" in

response to the demands of the automobilists; partly also to the increase in trolley fares; in some degree, too, to the cheapness of the bicycle. A first-class wheel may be had for \$50 or less, a cheap automobile costs many times as much. Then the housing scarcity and the high rents have caused numbers to migrate from the congested sections of the cities and they find the bicycle a convenience for all ordinary errands. Many industrial plants besides have re-located in thinly-settled regions and hundreds of their employes nowadays wheel home for a warm dinner at the noon hour instead of eating from a pail at the works. As a pleasure vehicle the bicycle promises also in a season or two to gain much in popularity.—Boston Herald.

But wouldn't it be fine if we could welcome the return of the Bicycle Club and the old-time good fellowship? When we look back to the bicycle age we cherish in our memories many glad times on the road and in the club house and many of us old duffers wish the youngsters of the wheel should ride but that they should establish a good fellowship that can never die. The old-time clubs, many of which are still alive and active, delight in getting together and talk-

ing over old times. The bicycle interest still lives.

N. Y. L. A. W. Annual.—The annual meeting of many initialed group of old-time cycle riders of New York will be held at the Crescent Athletic Club of Brooklyn on Saturday evening, December 4th. At the 1920 Wheel About the Hub and the 1920 Adirondack Trip, our old-time friend Wm. H. Hale was very busy with his camera and the result is that at the annual meeting he will give an exhibition of one hundred new lantern slides made from views taken at the two tours. The pictures are choice specimens of the photographic art and those who attend the meeting may expect a rare treat.

Winter Begins Dec. 22.—At 4.46 a. m. of Dec. 22 the sun reaches its greatest declination south, and in the language of the almanacs "winter begins." The sun at that time enters the "sign" of Capricorn. The geographers have drawn that old familiar imaginary line, the tropic of Capricorn, on the globe at the point where the sun, in its annual pendulum-swing, reaches its farthest point south of the equa-

tor. That line is the utmost point south on which the sun can shine straight down. When the sun reaches that bound it starts on its trip northward. This limit is called the winter solstice—the word "solstice" coming from the Latin and meaning that the sun stands still then. That is, it hesitates in its course and stops before starting on its return journey. The tropics are about 23½ degrees south of the equator—this of course being determined by the inclination of the earth's axis. On the other planets, which have different inclinations, the tropics are differently placed and this helps to influence their climate.

# TWO HEADS BETTER THAN ONE Our Christmas Story

Alton brought the automobile to a stop at the crest of a hill. Below was a vista of green fields and winding white roads. Beyond, the ragged line of hills stood out sharply against the sky.

"Isn't it splendid, Dan?" said Alicia, with appreciative enthusiasm. "I didn't know there were such bits of land-

scapes about here."

Alton settled back comfortably on the cushions. With studied deliberation he lighted a cigar, and puffed away several moments before he turned to the girl.

"I thought I'd stop in the pleasantest spot I knew of,"

he explained. "We shall stay here until you decide."

"Decide what?" said she.

"Decide to answer the question I asked you a short time since. The one, in fact, I have asked you repeatedly during the past year."

Alicia frowned.

"It is evident I am not worth waiting for," she said, looking pensively across the valley. "There are pros and cons to be weighed thoroughly before I decide," she said. "A man always thinks a woman can decide off-hand a matter of the gravest import."

"I haven't my answer yet," Alton reminded her.

"If you intend to wait for that, I'll walk home," she said. Alton sat erect, and knocked the ashes from his cigar. He drew from his pocket one of those big copper cents that used to circulate way, back before 1855. He laid the big

cent on his knee with exaggerated care.

"I've a proposition to make," he said slowly. "It seems that you have no intention of definitely settling this matter. Therefore, suppose we let Fate decide it with the turn of this coin. If it comes 'heads,' you'll marry me in June; if 'tails,' I'll leave the field to other suitors. Is it agreed?"

The girl turned her eyes and gazed at him silently. There

was unutterable scorn in that look.

"We'd better go back," she said icily.

Alton turned the automobile, and they sped homewards over the hard white roads.

Instead of being crushed, as it was meet he should have been, he seemed vastly amused. For some time he made no attempt to resume conversation.

"Alicia," he said, at length, "have I blundered again? Are

you angry?"

"I didn't think you were capable of such a thing," she said wrathfully. "You have said my answer meant everything in the world to you; but how much do you care if you are willing to leave it to the turn of a coin?"

"Everything," he said imperturbably.

"You can't, or you'd never have suggested such a hazard," she declared.

"I was desperate," he said meekly.

"Perhaps we'd best say nothing more about it," she said. "And yet I haven't had my answer," he complained.

Alicia's face was calmly disdainful.

"Dan," she said, "it seems to me you might guess, after what has happened, what my answer will be. If you were willing to leave it all to chance——"

"Chance?" he cried.

"Certainly," she cried; "the chance of a coin." Alton threw back his head and laughed heartily.

"Pardon, Alicia," he apologized, "but those remarks about chance are amusing. Did you imagine for a minute that I would trust to the turn of an antiquated copper coin?"

He drew the cent again from his pocket, and laid it in her

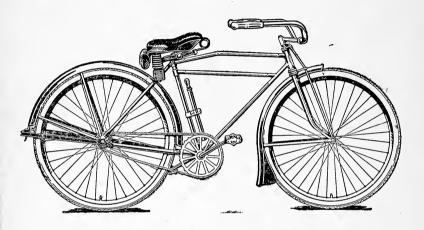
hand.

"It wasn't coined at a mint," he exclaimed. "Kindly examine it carefully, and tell me what you find."

Alicia bent over the penny.

"Why, it's-it's 'heads' on both sides," she said.

# Indian Bicycle



INDIAN Bicycles come from the same enormous factory where the world famous INDIAN Motorcycles are made.

The same engineers who have made the INDIAN Motocycles the leaders of the industry are responsible for the strong scientifically correct construction of INDIAN Bicycles and their simple but absolutely dependable mechanism.

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SPRINGFIELD, MASS.

"That's the chance I took," he said. "Shall we leave it to the coin now?"

Alicia was looking across the fields. "If—if you like, Dan," she said.

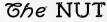
Couldn't Stand the Pressure.—At the summer tour of the Hartford Wheel Club Henry Goodman, who had not seem the old boys for many years and who was warmly received, had many a story to tell of the old days. One of the incidents that he narrated that held the crowd concerned the first pneumatic-tired bicycle brought to this country for the Pope company in Hartford in 1882. The shippers failed to include a pump and as the tires were deflated, Goodman was detailed to take the machine to the plant of the Hartford Machine Screw company where hydraulic pressure was to be had to inflate the tires. He followed instructions and brought back the machine with the tires as hard as rocks. He deposited the wheel in the office of the Pope company and had scarcely left the room when both tires exploded with a report so loud as to scare employes who fled the building.

Society Christened It .- A writer in an English journal has traced back to its source the existence of the word "bike," which he describes as a horror. Bike came into use in England during the early nineties and, in the opinion of respectable cyclists, was a term only to be used by costers and others of that class, there or thereabouts. The officials of the Cyclists' Touring Club were dead set against it and were doing their little best to crush it, when, in 1896, Society suddenly went mad on the bicycle, and titled folk filled all the available West End parks on Humbers, Swifts and other leading machines that cost nearly £30. they actually called their classy mounts "bikes"—yes, "bikes"! Never anything else. As a result, the word became no longer low. The C. T. C. dropped its crusade against it, and it was generally accepted as dictionary English.

Hendee Mfg. Co.—The annual meeting of the shareholders of the Hendee Manufacturing Company took place at the office of the company at three o'clock in the afternoon

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of Wednesday, October 27. There were present and represented approximately 60,000 shares out of the 110,000 outstanding.

The officers elected were as follows: President, Henry H. Skinner; Vice-president, William E. Gilbert; Vice-president in charge of sales, finance and accounting, Frank ). Weschler; Vice-president in charge of manufacturing, Lindley D. Hubbell; Treasurer, Frank J. Weschler; Assistant treasurer, John D. Stephens; Clerk, Parmly Hanford.

The board of directors elected comprise the following eight members: Henry H. Skinner, William E. Gilbert, Frank J. Weschler, Howard R. Bemis, Edwin A. Carter, Lindley D. Hubbell, Springfield, Mass.; Charles E. Childs, Northampton, Mass.; William F. Bartholomew, Boston, Mass.

Three Flag Record.—So-called "Cannon Ball" Baker has established a new record by lowering the "three-flag" mark from Mexico to Canada, covering the 1694 miles in an

elapsed time of two days, four hours, and 41 minutes. The factual running time was one day, 20 hours and 14 minutes. The best previous record for this run was two days, sev-

The best previous record for this run was two days, seventeen hours and 53 minutes.

Otis Chamberlin of Cambridge, Mass., claims to be America's oldest bicycle rider. After 54 years and three months as a letter carrier he has just resigned from the Postal Service, but his bicycle, his companion for 102,000 miles in 20 years he still has with him and every day he takes his customary run on the wheel around Boston. He is 78 years old and his claim to be the oldest bicycle rider will hardly hold. We have several riders in the L. A. W. who are older. Chas. W. Reed, of Boston is 79 years old and W. S. Dimmock of Portland, Me. is 83 years old, and there are others.

The C. R. C. A. was off to Washington on a sight-seeing tour on Nov. 20th. Visits were made to the Capitol and other well-known buildings. President A. R. Jacobson was tour-master. On Sunday, Nov. 14th a two-hour team race was held at Mosholm Parkway, Bronx, in which the best riders were represented.

## HISTORIC DATES OF CYCLING (1884)

July 1,—Samuel Conant Foster publishes his book—"Poems of Bicycling." The book is beautifully illustrated and the opening poem is the one which won the prize in the Pope Mfg. Co. competition.

July 1,—Chicago Bi Club holds race meet on West Side Driving Park. L. W. Conkling wins ¼-mile, N. H. Van Sicklen 1-mile club championship and 3-mile bicycle race.

July 4,—Boston City Races on the Common. Two-mile won by C. F. Haven over Wm. R. Pitman. 5-mile professional won by R. A. Neilson. One-mile tricycle and 5-mile bicycle race won by E. P. Burnham.

July 4,—Boston Bi Club has 67 active and 228 associate members. The associates did not have an unlimited right to vote because if they had this power they could at any time convert the bicycle club into a social club. Therefore

a "life preserver" was created.

July 8,—Henry Ward Beecher aged 71 years, weight 220 pounds rides a tricycle in and about Peekskill, Mass.

July 9,-Plans for Mass. Bi Club House in Boston made

by C. F. Meacham and accepted by club.

July 9,—Three wheelmen from St. Louis coasted the carriage road down Mt. Washington in New Hampshire. They rode the "ordinary" bicycles. They had double brakes applied to front wheels. Rode with legs over handle bars. A header every seven minutes but they landed on their feet every time. Riders—C. F. A. Beckers, seven headers; John S. Rogers, 10 headers; Arthur Young, 14 headers. It was a daring performance and

it has never again been tried by any wheelman.

July 14,—Niagara to Boston tour. Boston Division starts for Niagara on train. Chicago Division started for Niagara on July 13th. Tour starts from Niagara on July 16. Across Suspension Bridge and to Toronto, Canada; to Thousand Islands; to Montreal; to Burlington, Vt.; down Lake Champlain; on steamer to Ticonderoga; Saratoga, Albany. To Boston July 27. Officers in command—Burley B. Ayers, Commander; H. F. Fuller, Secretary, Eastern Division commanded by Elmer G. Whitney; 5 riders. Middle Division, commanded by George R. Bidwell, 21 riders. Western Division, commanded by W. G. E. Peirce, 11 riders. Canadian Division commanded by Perry E. Doolittle, 9 riders. Turn out of Boston riders to meet the party at Reservoir. Entertained by the bicycle clubs in Boston during a stay of 3 days. The three St. Louis wheelmen who coasted Mt. Washington joined the party that greeted the tourists.

July 15,—Five bicycle clubs reported in New York City—Citizens Bi Club, 77 members; Ixion, 25 members; New York Club, 36 members; Mercury, 9 members; Ladies

Tricycle Club, 11 members.

<del>---0---</del>

Cycling meets all the conditions of an ideal exercise in a degree approached by nothing else. It is necessarily an open air sport and this is important because the prime object of exercise is oxidation of the blood, helping to consume the fuel supplied by the food and eliminating impurities. The constant changes of scenery and thought are a

relaxation for tired nerves and a relief from the monotony of indoor exercises.

An Elderly American of incurable business habits lent his grandson sufficient money to buy a motor cycle. The money was to be paid back by instalments by the happy young hopeful, who was distinctly given to understand that the machine must be regarded as the property of his benefactor until the last instalment was paid. One day while out riding the youth met his grandsire and jumped off. "Say, grandfather, who does this machine belong to?" "It belongs to me until you have paid the whole of the money I lent you. That was the agreement, you know. But why do you ask?" "Well, I just wanted to make sure, sir," replied the youth, with a grin, "as I wished to inform you that your motor bicycle needs a new back tire."—Exchange.

Bicycling Does Not Develop any one set of muscles with the neglect of others, but employs many sets simultaneously, gently and beneficially. It calls into simultaneous action more different systems of muscles than any other form of exercise, but calls them into play so gently and pleasantly that an all-around development is attained. After a ride one feels exhilarated and finds every function more vigorous and active. The lungs and abdominal muscles are gradually developed. The chest muscles and lung capacity are gradually built up. The arms and fingers benefit correspondingly. The shoulders, back and leg muscles gain in strength and endurance. The various internal organs feel a vivifying impulse and begin to act with more than accustomed vigor.

Early Pneumatic Tyre Rims.—Mr. J. B. Dunlop, inventor of the pneumatic tyre, writes to the Irish Cyclist, and corrects a misapprehension regarding the rim used when the pneumatic tyre was first used. Here follows his letter. Out of courtesy to the writer we follow his spelling:

Sirs,—My attention has been called to "Notes from the North" in your issue of this week. It appears Mr. George Baine asserts that "when the Dunlop tyre was first introduced and during the time it came into general use in its solutioned-on form, a wood rim was employed." This is not

correct. Metal rims were always used in the original Dun-

lop bicycle tyres.

The first wood rim was the laminated Fairbanks introduced from America. The lamina were joined together with glue and consolidated under great pressure. The glue and wood were protected from moisture by coats of varnish.

The first rims employed in the Dunlop tyres as introduced were slightly concave and made of mild steel. These rims were made by Mr. Edlin, who turned out special roll-

ers for bending them.

The Edlin flap invented by Edlin was introduced by his

father.

The Warwick hollow rim was subsequently introduced, but it was ill-adapted for the solution-on tyre—the tyre was liable to blow out without warning.

The first detachable wired-on tyre was made by Robertson of Belfast, then in the employment of the Pneumatic

Tyre Co., but it was unsatisfactory.

The first detachable pneumatic tyre held on by endless wires was patented and re-designed by me. In Welch's provisional specification no allusion was made to a pneumatic tyre, and the tyre as shown in his "complete" had a cloth and rubber air tube. There was only one tyre made of that description. The air tube and cover were made by Capon Heaton, and could not have been repaired in case of puncture. With an all-rubber air tube, the cover would not have remained on the rim. My patent was the first recorded in the patent office for an endless wired-on pneumatic tyre.

I have samples of all these tyres in my possession, and can prove dates by paragraphs and advertisements in the

cycle Press.—Yours, etc.,

J. B. Dunlop.

Leighton, Ailesbury Road. 18th September, 1920.

\*—The first wood rim referred to was made by the Messrs.
Stall & Fairbanks at Bedford, Mass.

Profiteers are getting it figured out so that by following a well laid out plan a person can live on 25 cents a day. Some of them will figure it out pretty soon so a man can read over a bill of fare and satisfy his stomach by swallowing his words.

## The League of American Wheelmen

Organized May 31, 1880

An organization to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; and to secure improvement in the condition of the public roads and highways.

We invite men of good character to join us in prose-

cuting the good work we have undertaken.

#### OFFICERS FOR 1920-21

President, Wm. M. Frisbie, Ozone Park, N. Y.; Vice-President, H. W. Bullard, Poughkeepsie, N. Y.; Secretary-Treasurer and Editor of Publications, Abbot Bassett, 105 Central Avenue, Newtonville, Mass.

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#### ABBOT BASSETT, Secretary L. A. W.

DEAR SIR:—Enclosed find the sum of ONE DOLLAR, of which seventy five cents is for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the Official Bulletin, and request that he enter my name as a subscriber to same for one year.

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ABBOT BASSETT, Secretary-Treasurer
105 Central Ave., Newtonville, Mass.

# Veeder Cyclometer for Bicycles



Simplicity.

Accuracy

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$2.00.

#### Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$3.00.

#### Veeder Motorcyle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.50.

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To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship.

Complete descriptive catalogue sent on request.

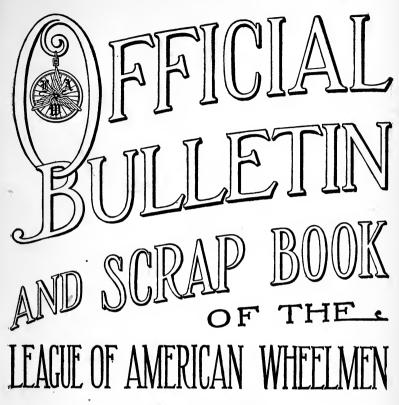
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Hartford, Conn.

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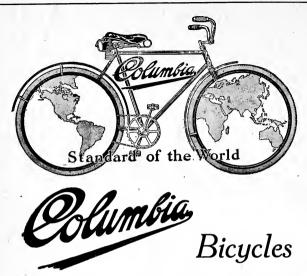
PUBLISHED MONTHLY

## JANUARY, 1921

50 Cents Per Year; 60 Cents in Boston Postal District (for extra postage) 5 Cents Single Copy

## L. A. W. PUBLISHING COMPANY

105 Central Avenue, NEWTONVILLE 60, MASS.



When Hayes was President of the United States, more than forty years ago, the Columbia—the first American-built bicycle—was introduced. Its success was instantaneous. Even in those days it was accepted, as it has been ever since, as the highest expression of bicycle construction and excellence.

During the years that have intervened the Columbia unfalteringly has taken the initiative in developing the art of bicycle building to its present recognized supremacy. Time, expense and research have not been spared in marking its advance and progress in the bicycle world.

Today, therefore, the Columbia has reached a standard of perfection unparalleled in the history of the bicycle. Through nearly a half century of phenomenal growth and rapid development of design and construction, the Columbia won for itself and retains the enviable reputation of "Standard of the World."

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Westfield Manufacturing Company
Dept. 22 WESTFIELD, MASS.

# OFFICIAL BULLETIN

# AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR
105 Central Avenue, Newtonville, Mass.

#### ADVERTISING RATES

\$1.15 an inch for first insertion and each new setting. Repeat insertion \$1.00 an inch

Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston, Mass., under the Act of Congress. March 3, 1879.

Vol. 19. No. 1.

JANUARY, 1921

5 Cents

Make New Resolves.—Because resolves of other years have fallen by the way and for the new leaf you have fears it won't keep white till May, don't hesitate new paths to seek lest you should take a fall, for if your're only good a week, why, that beats none at all.

-0--

A New Year and Changes.—With the New Year we begin a new volume and we are obliged to make several changes. Owing to the high cost of paper we are forced to reduce the size of the O.B. and to cut down the pages from 16 to 12. We have changed the dress of the paper by the use of smaller type and by doing this we shall be able to furnish about as much reading matter as we have been giving with the larger size type. Owing to the high cost of labor we shall have to curtail in the employment of the same. Owing to the fact that the zone system is calling for the highest price of postage arrived at by this unfair system, we are obliged to give up more to the Post Office Department.

It is not for us to increase our income since we work under a contract that cannot be changed. The splendid generosity of some of our members has enabled us to keep along as we have but even with this bit of income we have had to struggle. And yet, with all these discouraging facts we shall keep in the saddle and work hard to avoid a disastrous header. Correspondents are notified that articles sent in must be fitted to our decreased spaces.

The 1920 Cycle Show held at Chicago was one of the most successful shows ever held. Two of our advertisers were among the leading exhibitors at the show. The exhibit of the Westfield Mfg. Co. was a very large one and covered their line of bicycles completely. Five types of crank hangers were exhibited. Motorcycle

type pedals, Pope-spun head, and other parts were displayed attractively. Hubs, cones and other various parts drew considerable attention from visitors. Several new colors were also shown, also new striping Columbia "Boycycles" for children were exhibited. Westfield green was much in evidence on several models of the Columbia line.

The Hendee Mfg. Co. made a very attractive display. The outstanding feature of this display was an exact replica of the Hendee factory at Springfield in miniature. It was constructed from clay or sculptor's material. It was very exact from the freight cars on the factory siding to a small figure of a man which, in proportion to the building, would be five feet and four inches in height. In this replica it was correctly proportioned, as were the small panes in the window, with the light from within beaming forth. A sign board standing at the foot of the miniature building gave interesting data regarding the factory in general. It mentioned the fact that the payroll is \$3,250,000; that it employs 2,200 people and the investment in buildings, etc., is \$7,000,000.

A cabinet with the Indian electric equipment in operation was another feature. "Gene" Walker's eight-valve, "the fastest motorcycle in the world," occupied a prominent place in the display. Cutaway Scout and Powerplus models were a feature. The complete line of Indian Motorcycles and sidecars were displayed, also the Indian line of bicycles. A totem pole of Indian achievements was a new feature. Clutches, transmissions, and rear hubs, also front forks, were displayed with cut-out sections.

St. Louis Cycling Club has been holding a "Dog Roast" at the Cedars, 30 miles from St. Louis. The club members arrived early Saturday afternoon, and staid until late Sunday, making a day and night of fun and good fellowship. While most of the folks came out on the train and in their cars, several of the boys rode out on their wheels. The "Dogs" were well cooked and pleased the palates of the riders. The officers of the club are Carl Lindenschmidt, president; George Page, vice-president; A. F. Schreiner, treasurer; E. A. Keutham, secretary, and A. F. Deitrich, captain. The slogan of the club is to tour and ride the bicycle, not only for the fun, but for the sport and the health in the open.

Cycle Trades Association.—At a meeting of the Board of Directors of the Cycle Trades of America, held in Chicago during show week, it was decided to hold the annual meeting in New York, at the Hotel Astor, on Tuesday, January 12.

#### FAREWELL TO 1920

Once more we stand with half-reluctant feet Upon the threshold of another year; That line where Past and Present seem to meet In stronger contrast than they do elsewhere. Look back a moment. Does the prospect please, Or does the weary heart but sigh regret? Can Recollection smile, or, ill at ease With what is past, wish only to forget? Say, canst thou smile when Memory's lingering gaze Once more recalls the dying year to sight? Wouldst thou live o'er again those changing days. Or bid them fade forever into night? A solemn question, and the faltering heart Scarce dare say "Yes," yet will not quite say "No"; For joy and sadness both have played their part In making up the tale of long ago. Here Memory sees the golden sunlight gleam Across the path of life and shine awhile; And now the picture changes like a dream, And sorrow dims the eves and kills the smile. So-it has gone-where all has gone before; The moaning wind has sung the dead year's dirge, Time's waves roll on against the crumbling shore, And sinks the wornout barque beneath the surge. Here ends the checkered page of prose and verse, Of shapely words and lines writ all awry, There they must stand for better or for worse; So shut the book and bid the year goodby.

George Sullivan Sweet, an old-time member of the L. A. W. and in recent years well known as a singing teacher, died Dec. 5 in New York, following a short illness. Mr. Sweet was born in Boston in 1854 and went to New York when a boy. He made his first public appearance when seven years of age at the Brooklyn Academy of Music at a benefit for Civil War veterans. Later he became prominent as a church singer, serving for some time as soloist of St. John's Episcopal Church in Brooklyn and the Church of the Covenant, New York. At the solicitation of a relative he later went to Italy and was trained by Luigi Vannuccini, Felico Varesi and other famous musicians of Europe, and in dramatic acts by Tomasso

Salvini. Going into grand opera he sang important roles with Mme. Gerster and with Adelina Patti in Berlin. He became a member of the L. A. W. in May, 1894 and kept up a great interest in the League and its work. Mr. Sweet is survived by his wife and one son. He resided for some time in Boston and taught successfully here and appeared also as a singer.

Tramp Judgment.—We have to distrust the discernment of our good friend, "Tramp," of the Irish Cyclist. The verse maker of the O. B. has, on many occasions, introduced in verse the contents of the O. B. and on several occasions the "Tramp" has notified his readers with a line after the following form: "We fancy we recognize the liltsome pen of our good friend Quincy Kilby in the effusion." The "Tramp" is entitled to another guess. Quincy Kilby always puts his name at the bottom of his effusions. There are several other verse-makers on this side of the water.

A New Bicycle Track.—Nat Butler who has been conducting for several years, a saucer cycle track at Revere Beach, Mass., has been in Worcester with several Boston and Worcester sportsmen and real estate men, looking over sites for a big bicycle track which a syndicate plans to build this winter in time for racing next summer. Options on two sites were secured, according to members of the party. The plant will cost about \$100,000 and will seat 5000 persons.

Double Gates.—Charles Fuller Gates, the bicycle missionary of the Pacific Coast has taken to himself a bride. Mrs. Emma Lloyd of Los Angeles, Calif. is now Mrs. Gates. He met her, wooed her, proposed to her, married her and all within a week. Nothing like doing things in record time. We offer our congratulations.

A Happy New Year, one and all. With ne'er a puncture nor a fall, May roads be good where'er you stray, And slightly down grade all the way.

Frank Kramer the cycling marvel has been sitting to a young Montenegrin sculptor, one Vuk Vutchinitce, for a clay bust which is to be cast in bronze and erected on a pedestal in the athletic grounds in the city of East Orange, New Jersey, Kramer's native domicile.

Tour to Washington, D. C., 1920.—On Saturday night, November 20th, five members of the C. R. C. A. met at Penn. Station, New York at 11.45 P. M. for a long journey. Due to the threatening weather only five were in the party namely,—Centurion Joseph Caldwell, Long Island Division, Lieut. Walter Caldwell, Long Island Division, Board Member Alex Whytock, New York Division, Secretary-elect Al. Kiefer, New York Division and R. C. Geist.

The Capital City was reached at 8 A. M. Sunday, November 21st. Due to the absence of veteran tourist A. R. Jacobson, Centurion J. Caldwell conducted the party to a Capital lunch where a big breakfast of wheat cakes was had. A sighseeing bus was then boarded for good old Virginia. Many historic places were noted by the pedal pushers such as:—Fords Theatre, White House (could not see the bicycle President Jacobson gave W. W.) Royal African Embassy, Fort Meyer, Va., Arlington National Cemetery and the famous Arlington Navy Radio Station, after riding some bumpy roads all were brought back over the Potomac to Washington Then for a big dinner of eggs and ice cream (six day eats) at a restaurant on Penn. Avenue.

A walk was then taken to the Smithsonian Institution which was thoroughly inspected by the riders of the silent steed, after that a long ride up the 500-foot Washington Monument where a magnificent view of the surrounding country was seen and snapped by camera men Joe Caldwell and Al. Kiefer, a panorama of the states of Virginia, Maryland, District of Columbia and the broad Potomac.

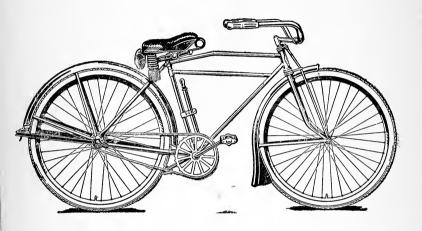
Leaving Washington Monument, President Wilson was seen riding through the park with escort. A hasty visit was made to the famous and architectural edifice the Congressional Library. At 4.28 Union Station was reached and the party was hardly on board when the 12 car excursion left for good old New York. At 10.10 P. M. all were back in good old New York after a long and most interesting run of more than 500 miles. The next Washington tour will be held sometime in May, 1921, all are welcome.

R. C. Geist, Publicity Committee.

A Sabbath day's journey for some is from the beginning to the and of the Sunday newspaper.

That it was an Irish judge who said he had never tried to drive a motor car, but he had tried a number of men who had.

# Indian Bicycle



INDIAN Bicycles come from the same enormous factory where the world famous INDIAN Motorcycles are made.

The same engineers who have made the INDIAN Motocycles the leaders of the industry are responsible for the strong scientifically correct construction of INDIAN Bicycles and their simple but absolutely dependable mechanism.

## HENDEE MANUFACTURING COMPANY

LARGEST MOTORCYCLE MANUFACTURERS
IN THE WORLD

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SPRINGFIELD, MASS...

1921 C. R. C. A. Elections, New York Division.—For centurion, Stephen Ahern; for treasurer, A. R. Jacobson; for secretary, Al Kiefer; for captain, R. C. Geist; for publicity committee, racing committee, road record committee, inter club representative, for N. C. A., A. R. Jacobson.

Respectfully submitted, R. C. Geist, Publicity Committee of 1920.

C. R. C. A. January Schedule.—Jan. 1: New Years Race first Century; Jan. 2: Club Run; Jan. 9: Club Run; Jan. 14: Meeting; Jan. 16: Club Run; Jan. 23: Club Run; Jan. 28: Meeting; Jan. 30: Club Run.

# HISTORIC DATES OF CYCLING (1884)

July 28.—Karl Kron reports 1507 subscribers to "X Miles on a Bicycle."

July 31.—Mark Twain struggles with a bicycle. History does not tell if he conquers it.

July 31.—Frank A. Ellwell's Kennebec Tour, rides up the west shore of the Kennebec river to Augusta. Visits Soldiers' Home at Togus, Me., Colby University at Waterville and the site of the camp of Benedict Arnold on his way to Quebec.

August 4.—Thomas Stevens on his tour around the world arrives at Boston. Started from San Francisco, April 22nd. Tour financed by Col. Pope.

August 7.—Cable from England reports that Queen Victoria, the Prince of Wales and Henry Irving are riding tricycles.

August 8.—Thomas Stevens and C. Josh Young started on a two-day race at the Union Grounds, Dartmouth St., Boston. To ride 12 hours each day. Retired on the eighth hour of the second day. Stevens covered 209 miles; Young 205 miles. This same "Young" greeted us at the Boston "Boosters Meet" and didn't look much older than he did in 1884.

August 11.—Bicycle race from Natick to Boston under auspices of Boston Bicycle Club. Distance 16 miles. Started at 6 A. M. Finished in following order—E. P. Burnham, time 1 h. 14 min. 40 sec. Freelan Morris 2d; Abbot Bassett, 3d; Josiah S. Dean, 4th. Standing record over this course beaten by Burnham.

August 31.—A legal case decided in Boston, Frank W. Weston and Josiah S. Dean on their wheels were held up by a brick wagon standing across the street. The driver refused to turn horses aside.

# SAFE AND SURE

Hexagon



Original

## The NUT

That locks itself
That cannot loosen
That leaves no chance for
loose-bolt accidents
That has in it the force of

## SAFETY FIRST

and certainty all the time

Hexagon



Improved

## The COLUMBIA LOCK NUTS

We also make U.S.S. Semi-Finished Nuts

S. A. E. Bar Steel Nuts for Auto Trade
COLUMBIA NUT & BOLT CO.
BRIDGEPORT, CONN.

Weston timed the obstruction and found that it lasted more than six minutes. He entered a complaint. The driver was arrested. Found guilty and fined \$10.

Big firms in the bicycle business at this time—Pope Mfg. Co.; Overman Wheel Co., Gormully and Jeffery, Stoddard and Lovering, Wm. Read & Son; Julius Wilcox at New York; Sam'l T. Clark, Baltimore.

September 5.—Parade of Mass. Division, L. A. W. in Boston. M. D. Currier, Chief Marshal. 450 riders in line. Rode to John Gibbs Grove in Brookline for lunch. Invitations stated that those who were to come must notify committee, in order to arrange for the lunch. 75 notifications received from 75 wheelmen. Committee ordered a lunch for 150. 450 hungry men showed up. Much complaining that there was not enough to eat. 'Tis often thus. The men who did not notify were the maddest of all. Will those who are invited to a feast never learn to notify their entertainers.

September 18.—Boston Ramblers Bi Club of Boston disbands. W. I. Harris, the president and Chas. S. Howard, the captain engaged in a dispute which brought about the parting. Very many

of the members joined the Mass. Bi Club and Lon Peck of the Ramblers very soon became Captain of the Mass. Bi Club and held that office as long as he lived.

September 9.—Inspired by the success of the Springfield Bi Club, the Connecticut Bicycle Club of Hartford promoted a tournament on Sept. 9. A parade of wheelmen, with 100 in line, opened the affair. At the races there were several wheelmen from across the water—Sanders Sellers, Richard Howell, Reuben Chambers, Herbert Gaskell, and J. H. Illston. Sanders Sellers won a mile race in 2.39, making a world's record. Aso Dolph, 2nd in 2.41. Geo. M. Hendee made a mile in 2.45¼. Dick Howell made a mile against time in 2.42. Lewis Hamilton won the 5-mile championship of Connecticut, E. P. Burnham lowered the tricycle record for 2 miles in 6.22, defeating Reuben Chambers the English champion. The tournament was in every way a great success and showed a profit of \$1500.

September 16, 17 and 18.—The second Springfield Tournament occurred on these dates. A newly built half-mile track of clay and gravel proved to be a very speedy one. The same delegation of racing men that raced at Hartford took part. Ten mile race won by Sanders Sellers in 31.4 2-5. Two mile tricycle race won by E. P. Burnham in 6.27. Ten mile professional race by Dick Howell in 30.07 1-5. All of the above in record time. Howell started in a one mile race to beat the record of 2.39 by Sanders Sellers at Hartford, but John S. Prince who was in the race came in ahead and took the 2.39 record. Thus the world record for amateur and professional were alike. Sellers won a 2 mile race in 6.03. Attendance on the three days:—10,000—15,000—5,000.

The policeman pulled the man out from under the wreck and helped him to his feet.

"Are you the owner of this car?" he asked.

"No," replied the injured man. "I'm a demonstrator."

"And did you have to demonstrate that the car couldn't climb a tree?"

Exercise is a Tonic and therefore benefit is not to be expected from a single dose. Its beneficial effects are gradual and it must be taken with studied regularity, day after day, and if one is in ordinary good health, the state of the weather should not interfere. During summer and autumn, the cyclist should be as busy as a bee improving each shining hour. Thus he will store health and vitality which will tide over until spring time.

# Veeder Cyclometer for Bicycles

Simplicity

Accuracy

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Price \$2.00.

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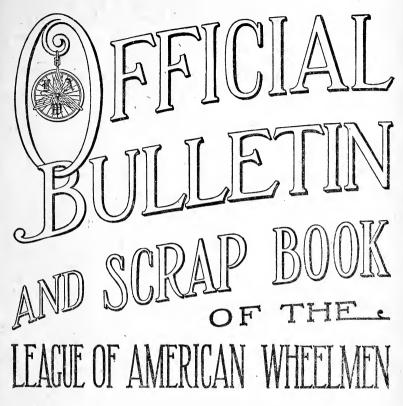
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Hartford, Conn.

C. H. VEEDER, President H. W. LESTER, Secretary D. J. Post, Treasurer.



PUBLISHED MONTHLY

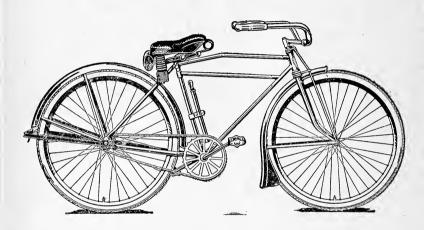
## FEBRUARY, 1921

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## L. A. W. PUBLISHING COMPANY

105 Central Avenue, NEWTONVILLE 60, MASS.

# Indian Bicycle



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The same engineers who have made the INDIAN Motocycles the leaders of the industry are responsible for the strong scientifically correct construction of INDIAN Bicycles and their simple but absolutely dependable mechanism.

## HENDEE MANUFACTURING COMPANY

LARGEST MOTORCYCLE MANUFACTURERS
IN THE WORLD

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SPRINGFIELD, MASS.

25/

# OFFICIAL BULLETIN

# AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

#### ADVERTISING RATES

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February.—The makers of the Calendar, I think deserve our praise; this chill and dreary month they gave but eight and twenty days. Think of the great men that the short month has given us—Washington, Longfellow, Lowell, Greeley, Sherman, Wm. H. Harrison, Joe Jefferson, Edison, Dickens, Gen. Hancock, Henry Wilson, Susan B. Anthony and a lot of others. Take another think and look at what the little fellow has done for cycling. Do we, nowadays, think of riding the bicyle in February? Look into the past and note the big bicycle clubs that were organized in February—Boston, 12th; Massachusetts, 1; Capitol, 7; Fitchburg, 21; Buffalo, 22; and when they organized did they mount their wheels? Certainly.

H. W. Bullard, our Vice President, has been working the 50-50 experience. Fifty years of married life; 50 years with the Pough-keepsie Iron Foundry, a very near approach to fifty century bars. Indeed a hale fellow well preserved. Flowers of rhetoric and of the garden were thrown at him in profusion and he caught them all. The old fellows of the L. A. W. are indeed making good. The Poughkeepsie Truth says of him:

"Uncle Henry', as the boys have come to call him, was always ready with a good morning greeting to Jack, Bill or Tom, as the case might be and we found him always ready to practice the good old gospel of the fatherhood of God and the brotherhood of man by giving the workers a fifty-fifty split. When he reaches the end of life's journey and passes to the great beyond, we know that he will have done his full duty to his fellow men on earth and the Great Master Workman will o.k. his record."

the L. A. W. for four consecutive years, has removed to Chicago, having been elected to the presidency of the Montgomery Ward Co. For the last eighteen years he has been the Vice President and General Manager of the National Cloak and Suit Co. of New York. Some of our old members will remember him as the conductor of the party invited by R. L. Coleman to visit the Atlanta Exposition as his guests. 27 wheelmen from the East and 27 from the West partook of his hospitality. And now the East will miss him and the West will welcome him.

Evidently the two young women had been to a recital. Said one to the other: "I think he played that Cafeteria Rusticana just grand."

An Anniversary.—The Monday Dining Club of Boston recognized the 34th anniversary of Secretary Bassett, of the L. A. W. It was on Jan. 17, 1887 that he was elected Secretary-Editor of the L. A. W. and he is still in office. The law does not allow "Booze." just now, and all healths were drunk with coffee. There were no speeches but a good deal of animated conversation. Not one of the crowd wished him 34 years more, because neither he nor they desired anything of the kind.

Boston Bicycle Club — The annual meeting of the Boston Bicycle Club took place at the Boston City Club on Wednesday evening, Jan. 12. After the dinner came the election of officers:— President, John Rush Green; Secretary-Treasurer, Augustus Nickerson; Captain for the 34th time, Walter G. Kendall.

Five Years in Prison.—Dr. Sidney A. Matthews, veteran swindler, who victimized many automobile owners two years ago with his plan for a National Touring Club of America, was sentenced to five years in Atlanta penitentiary and \$1000 fine by Judge Aldrich in the U. S. District Court on January 15th. He appeared in Boston in the spring of 1919 and started to form a touring club which would secure special hotel rates, mark highways with illuminated signs, publish road books and maps and otherwise add to the comfort of tourists. He represented that he was a leading spirit in organizing the L. A. W. and that he was at the meeting for organizing the L. A. W. at Newport, in 1889. The authorities suspected him and called at the Secretary's office to confirm his statements. It took less than five minutes for the Secretary to prove that he

had nothing to do with the organization of the L. A. W. and that he was not at Newport. The officers started at once for the office which the Dr. had opened on Boylston street, but the bird had flown and not until recently had he been caught. He is wanted in six other cities on various kinds of swindling charges. His latest tour is to the jail.

#### Interpretive Dancing

I saw a barefoot lady dip,
And kneel and rise and poise and hover,
As if to pin a pillow slip
Upon the line stretched high above her.
"This must be comedy," I said,
"Some esoteric highbrow joshing,
The nymph who moves with classic tread
Is hanging out the family washing."
The programme told me I was wrong—
The dance was labeled "Slumber Song."

I saw a maid with flying feet,
Whose clothes were singularly airy,
Go running through a field of wheat
With all the fleetness of the fairy.
When I had gazed awhile askance
At her abbreviated habit,
I thought the title of this dance
Is "Girl in Nighty Chasing Rabbit."
My guess was wrong—the programme said:
"A Russian Peasant's Prayer for Bread."

Six damsels, very scarcely clad
In white diaphanous confections,
Came tearing in and ran like mad
In many different directions.

"Aha!" I cried, "I think I get

The meaning of this scene before us:
The title of it, I will bet,
Is 'Mouse Stampedes a Ziegfield Chorus.'"
But my conjecture went astray—
The dance was "Woodand Birds in May."

-Anon.

Amateur Bicycling League of America.—A new organization has been formed for the control of amateur cycle racing. The latest controlling body is known as the Amateur Bicycle League of America, the new organization being a reorganization of the Inter-Club Amateur Cycle Road Racing League, the league that has been conducting amateur road racing in the New York district for the past seven years or so. At a meeting held in N. Y. City on Dec. 23rd, a dozen clubs were represented by Delegates, and 12 clubs acted for about 2500 amateur cyclists. At a recent meeting D. J. McIntyre, of New York was elected President; T. V. Hall, Vice President; Eugene Suykerbuyk, Secretary; E. Taborelli, Treasurer. A full list of committees was appointed and a Board of Control is made up of the chairmen of the Committees.

Applications have been received for meets in the various armories and applications for registration of amateur cyclists number over 100. The registration fee for all branches has been set at 50 cents and applications may be sent to A. R. Jacobson, 149 West 98th street, New York City.

We believe that this organization will do a lot of good in keeping the sport clean and interesting. New York City is above all other cities in the U. S. the place for the home of such an organization. If the League is conducted skilfully it will be an important factor in reviving bicycle racing and we hope to see it spread its influence to other parts of the country. The L. A. W. is the Grandfather of cycling leagues and the old fellow will look with favor upon a league of its grandchildren.

The following note regarding the new organization has come to us from Geo. C. Dresser, chairman of the Board of Appeals:

"For some time past the conducting of amateur bicycle races as managed by the National Cycling Association, has been very unsatisfactory and it was decided by the various Bicycle Clubs in the Metropolitan District, numbering nine (9) in all, to withdraw from the N. C. A. and a new organization has just been formed which is called the 'Amateur Bicycle League of America.' The object of this League is the control of all Amateur Bicycle Racing in the United States. This League will shortly be incorporated and it is intended to affiliate with the A. A. U. as soon as this can be brot about. The plan is to divide the United States up in some five sections, the various cities in these sections to handle amateur racing. Representatives in the several cities will be appointed by the Board of Control of the League, to serve for one year, after which other means will probably be provided for such

appointments according to the by-laws which are now being framed. Already Philadelphia, St. Louis and Chicago are in the League and before the racing season is on doubtless the organization will be in full control but a great amount of work is necessary to get it started."

C. Lee Abell, of Buffalo, N. Y. died lately at his home in that city. He was number 282 in the L. A. W. and on the Life Member list. He was at the head of the Buffalo Committee that entertained the L. A. W. at the annual meet in Buffalo in 1901. A very active man in the near west and one who will be missed.

The Wm. E. Metzer Company of Detroit, Mich., are completing their thirtieth year in the cycle business.

Their first store was located on Woodward avenue, the main thoroughfare. Their present location is on the same street and in the heart of the city. Live advertising and plenty of it in the daily and Sunday papers have paved the way to success. We all remember "Billy" Metzger, but where is Billy now?

Elmer G. Whitney, late President of the L. A. W. had a serious fall from his auto, on Nov. 9th, and has hardly recovered from his injuries at the time of writing this note (Jan. 18). The injury was to the leg and he was kept in bed for two weeks. Our sympathies are with him. He never had so serious an injury in falling from a bicycle. Shall we infer that the bicycle is a safer carrier than the auto? He sends his regards to the boys and hopes he will be at the Boston Bi Dinner this month.

New Haven Bicycle Club Veteran Association.—Annual reunion and dinner at Ceriani's on Monday evening, January 24. We can imagine the usual good time but the O. B. will be making good time on the press and we shall be away ahead of the types. A monthly paper is a medium hardly able to dish up and serve out quick news and held over matter is not always interesting. We congratulate the "boys" of New Haven upon having the good time that we know they had.

After all, the Pilgrim Fathers had much to be thankful for. There were no coal bins in their rude dwellings, and the forest primeval was within easy walking dstance.

C. R. C. A. Election.—The election of officers resulted as follows. Due to the fact that they had rendered the club such good service during the year of 1920, practically every officer was reelected. The one exception proved in the case where L. A. Fraysse was elected first vice-president, and L. A. Everard, second vice-president. During the year just passed they had held just the opposite positions.

The new officers are: Harry B. Hall, president; L. A. Fraysse, first vice-president; A. L. Everard, second vice-president; Clinton

B. Walker, treasurer, and C. F. Nylander, secretary.

Enterprise City Wheelmen, Brooklyn, N. Y.—The following officers were elected at the meeting Novémber 15.

Theodore V. Hall was elected president, the other officers being as follows: Vice-president, Alfred O. Lake; treasurer, Clarence Seward; secretary, John J. Riley; sergeant at arms, John E. Rom; captain, Paddy L. Kane; referee, Harry F. Crofton; Board of Governors, Rudolph A. Rom and William Henky, two years; Harry F. Crofton and William J. Napier, one year; chairman, Alfred O. Lake; investigating committee, Rudolph A. Rom, William Henky and Clarence Seward.

We stand corrected.—Just to put you right on an article that I see in December Scrap Book. On page 186 you credit Cannon Ball Baker with holding the three flag record. This record is now held by the Harley Davidson Motorcycle. On November last Walter Hadfield on a 1921 Harley Davidson Motorcycle broke all previous records by making the run in 49 hours flat. Actual riding time 44 hours. The Harley Davidson also hold the medium weight record over this course with its Sport Model which is 64 hours and 58 minutes distance this time 1716 miles. Pretty good for a little machine. Lincoln Holland Jr., Bridgeport, Conn.

#### HISTORIC DATES OF CYCLING

(1884)

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September 22, 23.—At the meeting of the American Branch of the Cyclists Touring Club at Poughkeepsie on May 21, it was voted to hold its next meeting at Massapoag, Mass. during a proposed wheel around the Hub in September to which none but members of the C. T. C. were invited. The presence of wheelmen from distant points to the race meetings at Hartford and Springfield prom-

ised a large attendance. Chief Consul Weston called a meeting at the Massapoag House for September 22. The tricycle was the popular mount of the time and nearly every participant rode on three wheels. Capt. Louis Harrison of the Boston Bi Club was voted The party was made up of four members of the Boston Bi Club; three from Cleveland, Ohio; three from New York; two from Buffalo; one from Nashua, N. H.; three from Philadelphia; one from Hudson, N. Y.; one from Baltimore, one from Dorchester. Nineteen in all. Ouite a few others went by train and attended the meeting. A popular subscription was started, the money to be used in erecting guide boards, \$53 was raised on the spot and Abbot Bassett was elected treasurer to take charge of the money. A heavy rain set in during the evening and some of the riders went home by train. Some of the party riders wheeled over the second days' route but Kimball's, where the initial W. A. T. H., riders spent the second day was closed and the party was entertained at Cushings at Hingham. At this time the C. T. C. had 500 members in the United States but its decadence began soon after this meeting and the guide boards were never built.

September 23.—Races at New Haven, Conn. Hendee beats Sanders Sellers in the one mile and 5 mile races.

September 26.—Columbia Cup won at Boston by D. Edgar Hunter in 1—20—28.

Oct. 2.—A man who afterwards became a star of the first magnitude rode and won several races at Franklin Trotting Park, Saugus, Mass. This was Wm. A. Rowe, who was then in the 3.20 class. He was about 20 years of age and one of the most efficient riders on the track. He was taken by the Pope Mfg. Co., furnished with a trainer, and pushed forward to a leading place in the ranks of racing men of his time. The foremost men on the race track were Hendee, Burnham, Rowe, Windle and Temple.

In this year the Overman Wheel Co. introduced the compressed tire cemented to the wheel and pressed into the rim so hard that there were no gaps in the rubber.

Oct. 4.—The annual 100-mile road race of the Boston Bicycle Club took place over the usual course to Newburyport and return. Won by George Webber in 9—20—6. Other riders made time as follows:—J. E. Wood, 9—41—30; Theo Rothe, 9—55—30. Three riders entered the tricycle division and only one finished, Wm. R. Pitman, 11—30—0.

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a little sermon to effeminate riders of the bicycle. The able-bodied man who will crouch down shiveringly in a corner of a street carin air rank and fetid from the pack of humanity breathing thereinwhen he has only two or three miles to go, deserves to be assailed by the demons of influenza, neuralgia, coughs, colds and headaches that lurk therein. The air is good, to be sure, but the exercise is lacking and its resulting benefits to the blood and the muscular and nervous system. Winter cycling, whenever the roads permit, is a cure for cold feet. It banishes the "creep-crawls" from the spinal column and sends the sluggish blood about its business. As a "nervine" it is a million times better than medicine, and for improving the complexion it is worth a whole harbor full of lotions and washes. It will put an edge to the appetite that you can't buy at the doctor's, and in promoting digestion is better than a corner drug store's entire stock of bitters and pills. If you have never tried, take a ride; if you have tried it you know that these assertions are true, then why neglect to keep up the practice? Keep your mouth closed, dress only in woollen garments, don't lean over like a grasshopper in a fit, give your lungs a chance to expand, and remember that your legs—especially your ankles—were given you to ride with, at least that is what wheelmen should use them for when cycling. Some people ride with bodies, shoulders and arms, and no wonder they don't like it. Who would? There is an art in riding as in other things. If you don't believe it observe the action of some one who knows how to ride well, and see how easily and safely even the roughest bit of road is negotiated by him.

The reason why more of us aren't notable may be seen by separating that word between the third and fourth letters.

Mr. Wilson once said that salaries were wages with a dress suit on. Per contra, wages must be salaries in overalls.

From March 4 on, for four years at least, the life of the Amercan nation is going to be one grand, sweet editorial.

Delegates to the National Assembly.—Under the Constitution of the L. A. W., the basis of representation in the National Assembly must be made from the membership Dec. 1, in each year.

The membership Dec. 1, 1920, gives to the States the number of representatives as below set forth:

New York, 8; Mass., 7; Penn., 6; New Jersey, 3; two each from Calif., Conn., Ill., Mo., R. I.; one each from Colo., D. C., Fla., Ind., Ky., Me., Md., Mich., N. H., Ohio, Wis., 45 in all.

Article V of the Constitution provides for the nomination of candidates.

Sec. 3. Nominations for the office of representative may be made by not less than five members who shall file the same with the Secretary-Treasurer during the month of February.

The election takes place in March. The Assembly will meet on Sept. 8th.

Abbot Bassett, Sec.-Treas.

#### **NEW MEMBERS**

The following new members of the L. A. W. have been enrolled:

941-C. A. Benjamin, New York City.

942-Alfred C. Miller, New York City.

943—DeLancey P. Harris, New York City.

944-Samuel F. Johnston, Brooklyn, N. Y.

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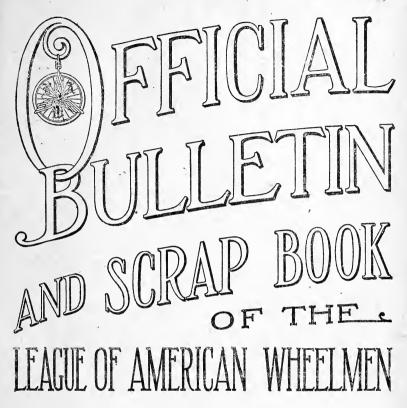
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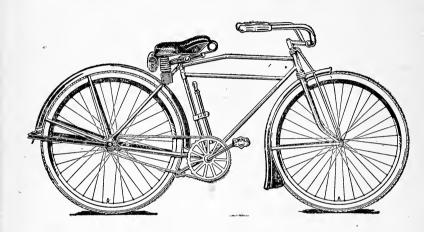
## MARCH, 1921

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# OFFICIAL BULLETIN

# AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR
105 Central Avenue, Newtonville, Mass.

#### ADVERTISING RATES.

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#### MARCH

Blow, ye March winds, briskly blow, Loose the ice and melt the snow, Let the frozen streamlets flow. Winter months, good-by, Though the time be nigh When the pretty flowers of summer In the fields appear. We will not forget All the joys we've met, And look ahead for more.

#### FROM PRESIDENT FRISRIE

To the Members of the L. A. W.:—I very much regret to learn that our Secretary-Treasurer has come to the point where he found it necessary to reduce the size of the Bulletin on account of increased cost of publication and the withdrawal of some of the large advertisers.

There are a number of us who have agreed to pay a yearly guarantee to help keep the Bulletin going. Some of these may have overlooked the matter and not sent their check to Brother Bassett. I trust that these will do so at once, for I feel sure that there are no slackers among the veterans of the wheel.

To get a larger circulation for the Bulletin, and thereby make it easier to secure advertising for it, I would like to offer the following suggestion:—To have each one on the Guarantee List send in the names of people they know who are or should be interested in the L. A. W. to Brother Bassett, and have him send the Bulletin to them each month—one name for each dollar they have subscribed.

This might be the means of getting them back in the fold as well as adding to the circulation of the Bulletin and enabling it to increase its advertising rate.

Now, perhaps and probably, there are some League members who do not know of this Guarantee List. In a few words it is this:—At an annual meeting of the L. A. W. several years ago the matter was brought out that the funds of the L. A. W. were not sufficient to support the Bulletin, and a paper was circulated whereon subscriptions to the amount the member was willing to give each year for the maintainance of the Bulletin was indicated, and to this was appended the signature of the contributing member. This subscription paper was very generally filled out at the meeting.

Any member who has not joined in this contribution and can do so should aid the League publication and Brother Bassett by joining the contributors. Any amount—from one to one hundred dollars may be contributed—and the names and contributions will be added to the Guarantee List.

We are all well aware that bicycling as a sport is gone, but there are enough of the Old Guard left who have not forgotten the happy days of yore, and who no doubt would come back to us if the matter was brought to their attention.

There are a great number of the younger generation using bicycles whom father and mother have forgotten to tell of the good old days when they used to ride and tour and go to the annual meets that were held in various parts of the country.

These should become members of the L. A. W., should help to keep alive the grand old organization that has brought to them the bicycling possibilities of today.

Bicycles are still manufactured. Why shouldn't they be advertised in the Bulletin by their makers?

Most of us old fellows now ride in autos. Why shouldn't the auto makers get a figure from Bassett for the cost of an adv. in the Bulletin and give it a share of their patronage?

You all know it is the advertising that keeps any paper alive. Let every one of us get busy and do what we can to have a larger Bulletin with a bigger circulation that will make Brother Bassett renew his youth and his ambition.

Fraternally,

W. M. FRISBIE, President.

#### THE NEW YORK SIDE PATH CASE

Thomas J. Farrell Counsellor at Law New York. To Hon. John N. Harman, Com. of Public Parks, Borough of Brooklyn, N. Y.

Dear Commissioner,

Some time ago we wrote you urging that you issue an order or regulation restricting the use of the bicycle paths running from the Park circle to Coney Island, to bicyclists and excluding therefrom all vehicles other than those propelled by muscular power.

We again write to urge that you take action in the matter and call your attention to an editor al in the Brooklyn Eagle published a few weeks ago under heading "Make the world safe for cyclists," wherein it was urged that it would be a "splendid thing if the bicycle paths of former days could be revived."

The West bicycle path was built by the City from funds voluntarily contributed mostly by wheelmen and later on a law was passed restricting the use of it to bicycles (Penal Law, Section 1908).

When one considers that gasoline driven cycles were unknown at the time this law was originally passed, it is obvious that in passing it the makers of the Statute plainly and unmistakably intended that the word "bicycle" as therein mentioned meant a vehicle having two wheels and propelled by muscular power.

This Statute passed for the protection, safety and benefit of bicyclists, seems to be absolutely ignored, but that fact does not make legal the illegal use of the path by motor cyclists.

We are inclined to think that any pedestrian or bicyclist hurt on said path by collision with a motor vehicle would have a valid claim against the City for damages for injuries sustained, as the Park Commissioner is not an independent public official, but is an agent of the City having certain duties regulated by law and one of these duties is not to tolerate an illegal use of a parkway set aside and restricted to the use of vehicles of a certain kind.

But aside from the legal aspect of the matter, common fairness should dictate that the use and enjoyment of this path should be open not only to expert bicyclists but also to the "wabbling child" and there are hundreds of wabblers who are not children and who would gladly avail themselves of the opportunity to ride a wheel if

there was but a safe place to do so. The bicycle path could be made such a place and why not make it so.

You would thereby confer a boon on many who are now deterred from riding because of the danger involved, and you would help revive a healthy and pleasurable means of exercise and sport, and furthermore you would not by so doing take away from the motor cyclists any legal rights they now have to the use of the Ocean Parkway.

And above all you would be discharging the statutory duty of a Park Commissioner to maintain the utility of the Parks for the beneficial use and enjoyment of the people generally.

Some years ago Commissioner Kennedy, your predecessor, intimated that bicycle riding had become obsolete and that he contem-

plated doing away with the paths altogether.

The result of this suggestion so made by the then Commissioner was a bicycle parade down the path of about five thousand people, men, women, and children, all riding bicycles.

The protest thus made was effective and the paths were not done

away with.

Trusting that you will take the necessary action in this matter for the safety of those using paths for bicycle riding, we remain Very truly yours,

T. J. FARRELL, JAMES M. McGINLEY.

January 27, 1921.

John N. Harman, Commissioner To Mr. James M. McGinley, New York City. New York City.

January 31, 1921.

I have read carefully your letter of January 27th, in which you request that the Ocean Parkway Cycle Path be restricted for the use of cyclists.

I appreciate all that you say in regard to this matter, and I realize that under the law governing the Ocean Parkway possibly motor cyclists are not entitled to use the paths which at the beginning were intended only for bicylists.

I have been under the impression that not a sufficient number of bicyclists went up and down the path in order to reserve it for their sole use, and it never occurred to me that any one would be seriously inconvenienced if motor cyclists were allowed to continue on the paths as they have been accustomed to do during the past eight or ten years.

However, now that you have again called my attention to the question, let me say that I will have a careful survey made, and if it is found that the Cycle Paths are extensively used by bicyclists, or if the motor cyclists in any way interfere with them or with pedestrians, I will surely see to it that the motorcycle people confine themselves to that part of the parkway reserved for automobiles.

Very truly yours,

JOHN N. HARMAN,

Commissioner.

To the Committee on Athletics, New York Athletic Club, Gentlemen —

The League of American Wheelmen has appointed a Special Committee (of which I am one from New York State) to agitate the preservation of bicycle paths now in existence.

As you will note from accompanying correspondence, we are at present giving attention to the abuses of the Ocean Parkway cycle path to Coney Island. Many athletic "walking clubs" enjoy hiking along this course as well as bicyclists on the wheel and neither interfere or antagonistic. But the motor cycle and its species is a source of danger to both bicyclists and "hikers" and at the same time a trespasser upon legal rights.

We ask that the Athletic department of the New York Athletic Club, in the interest of fairness to athletes who use the course, endorse a letter to Park Commissioner John N. Harman of Brooklyn, favoring the exclusion of motor cycles from the Ocean Parkway Cycle Path.

Very truly yours,

JAMES M. McGINLEY, For the L. A. W. Committee.

January 31, 1921.

Thomas J. Farrell, Counsellor at Law, To Mr. James M. McGinley, Dear Mr. McGinley.

I enclose copy of another letter sent by me to Commissioner Harman on the bicycle path subject, also copy of Commissioner's reply. Don't you think it would be a good thing for the New York Athletic Club and the Crescent Club of Brooklyn, to take up this matter. It is in line with their presumed activities, as promoters of amateur athletics. The influence of the large memberships of these

clubs should carry great we glit in accomplishing the ends sought. It may be, however, that the clubs are athletic clubs in name only. If they are real athletic clubs then the subject referred to in the enclosed copy letter is one that should interest them.

Let the New York Athletic Club communicate with the Crescent requesting the latter to urge the importance of excluding motor cyclists from the paths. The Commissioner's point as to the paths being used by but few cyclists is not well taken. The idea is that bicycle riding should be encouraged; that paths dedicated and set apart by law for bicycle riding should be preserved and made safe for "wabblers" as well as experts.

This being done there will be a revival of a healthy and pleasurable sport. Urge the New York Athletic Club to get busy on it.

Very truly yours,

T. J. FARRELL, Counsellor at Law.

February I, 1921.

Boston Bicycle Club.—The 43d annual dinner of the B. Bi C. was eaten by the old-time wheelmen at the Boston Art Club on Friday evening, February 11th. There was a goodly presence of 37 hungry riders and plenty of food to satisfy their appetites. Outside the snow was coming down fiercely and inside was joy unconfined. A quartette of male singers from the Apollo Club furnished most excellent music, and the after-dinner speeches were eloquent and joyful. President L. Rush Green sat at the head of the table. Judge Richard W. Irwin of the Superior Court was the distinguished guest of the occasion and made a telling speech. Bassett and Kilby favored the company with rhyming selections that made many laugh and many more ponder. Frank P. Sibley, who represented the Boston Globe at the front indulged in reminiscences of the battle front and argued that the success of America in the future largely depended upon the proper bringing up of the boys who are growing to manhood and should have proper and wholesome treatment. Others made short speeches which were appreciated, and Tom Hall sang "Philadelphia in the Morning." There was plenty of orangeade to satisfy the thirst of the company and no "booze" to promote the breaking of the law. Andrew O. McGarrett, Thomas H. Hall and Quincy Kilby composed the dinner committee.

Charles F. Vail, No. 33 in the L. A. W. passed away on Monday, February 8. He joined the League from Peoria, Ill., Nov. 18, 1881.

He was a retired bicycle dealer. Mr. Vail was born in 1854 and for the past 60 years he has lived in Peoria. In the early eighties he became interested in bicycles and eventually became one of the most prominent bicycle dealers in central Illinois. Several months ago he disposed of his business interests in the hope that retirement from active business duties might enable him to regain his fast failing health. He was devoted to outdoor sports and was one of the first Peorians to ride a wheel in the days of the old high wheel bicycle. He was also one of the founders and first officers of the Peoria Bicycle club.

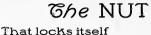
Charles W. Reed, of the Boston Bicycle, who has been visiting friends in England, returned to his native heath on Friday, February 11th. A new departure was made at the eleventh annual dinner of the Fellowship of Old Time Cyclists, which was held in London. December 15. Hitherto it has been the rule that there should be no guests at this gathering, but an opportunity was taken of giving a welcome to Great Britain to C. Wellington Reed (so they call him over there) of Boston, who represented the Boston Bicycle Club. Mr. Reed stated that he had always been under the impression the Boston Club was the oldest in the world, but inquiries he had made proved that the American club was eight years the junior of the Pickwick Bicycle Club, of London, England. Mr. Reed also spoke in appreciation of the activities of Frank Weston, and in conclusion remarked that he extended the right hand of fellowship in honor as an American to his English friends—"may I never withdraw it in dishonor." Rather funny that C. W. didn't know that the Pickwick Club was the oldest one of all bicycle clubs, since this fact has been accepted time and time again at the meetings of the B. Bi C.

George Seres, the French and world's paced champion, has been engaged to race on Nat Butler's Revere Beach Cycle Track and other tracks in this country from June 20 to the end of September. On June 6 Seres will defend his French title in France.

The Canadian Wheelmen's Association will observe its 40th anniversary this year. The association was organized in Chatham, Ontario. It is proposed that the wheelmen stage a birthday celebration in Chatham next summer. It is suggested that a bicycle race meet be held during the dealers' convention and that a reunion of bicycle men from the Dominion be a feature of the festival. The

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birthday proposal came up for consideration at the 40th annual convention of the Canadian Wheelmen's Association, held at Toronto, Saturday, March 26. Representative dealers were invited to the gathering of the bicycle sportsmen to discuss plans for the big stunt and to arrange for definite co-operation between the Wheelmen and the trade organization.

Another Jack Prince Track.-After years of talk, wishing and stillborn effort, heretofore all in vain, Los Angeles is to have a bicycle board speedway at last. Jack Prince has started something this time which is going through, unless everyone concerned backs out at the last minute, and if they do, they will be out of pocket more than a few kopecks. First payment has been made on a lease of a large plot of land at Washington and Hill streets, near Main, opposite the baseball park, and ten minutes by trolley from the downtown district. Ira Vail, automobile racer and Pickens, promoter, are financing the venture. Pickens will manage the track and Prince will build it, but will not be concerned in its operation. It is expected to start construction this week, lumber having been ordered. The estimated cost of the track plant is \$7,500.

#### NEW MEMBERS

The following new members of the L. A. W. have been enrolled. 945—Thomas J. Farrell, Brooklyn, N. Y.

Delegates to the National Assembly.—Under the Constitution of the L. A. W., the basis of representation in the National Assembly must be made from the membership Dec. 1, in each year.

The membership Dec. 1, 1920, gives to the States the number of representatives as below set forth:

New York, 8; Mass., 7; Penn., 6; New Jersey, 3. Two each from Calif., Conn., Ill., Mo., R. I. One each from Colo., D. C., Fla., Ind., Ky., Me., Md., Mich., N. H., Ohio, Wis. 45 in all.

Article V of the Constitution provides for the nomination of candidates.

Sec. 3. Nominations for the office of representative may be made by not less than five members who shall file the same with the Secretary-Treasurer during the month of March.

The Assembly will meet on Sept. 8th.

ABBOT BASSETT, Sec.-Treas.

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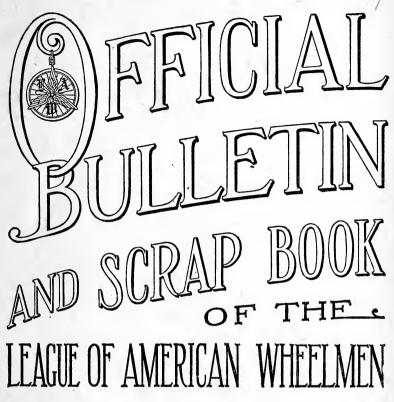
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C. H. Veeder, President H. W. Lester, Secretary D. J. Post, Treasurer.



PUBLISHED MONTHLY

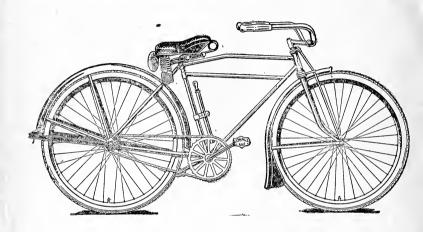
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# OFFICIAL BULLETIN

#### AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR
105 Central Avenue, Newtonville, Mass.

#### ADVERTISING RATES

\$1.15 an inch for first insertion and each new setting. Repeat insertion \$1.00 an inch

Entered as Second Class Matter, January 15, 1914, at the Post Office, at Boston, Mass., under the Act of Congress. March 3, 1879.

Vol. 19. No. 4.

**APRIL**, 1921

5 Cents.

#### APRIL

The Spring, the loveliest of the changing seasons, At whose faint touch the flowers burst in bloom, Spangles the meadows and the country roadsides With fragrant products of her busy loom.

In harmony with Nature's happy children,
My spirit rises wild, untamed and free;
I long to see again the wooded mountains,
Deep, silent forests and the sounding sea.

We, the swift wheelmen, own this fair dominion,
Like centaurs we may wander where we will:
Beside us rides bright hope, while far behind us
Is left dull care and every petty ill!

Louis Peirron, the Milwaukee bicycle booster, is one of the prime movers in the recently formed Municipal Cycling Association. The new association will work in harmony with the athletic director of

the schools in running races and other sports.

Ocean Parkway Correspondence.—Two more letters from Commissioner John N. Harman regarding the side paths for wheelmen.

Mr. James M. McGinley:

Supplementing my letter to you of January 31, 1921, in re use of bicycle paths on Ocean Parkway, I caused a census to be taken on last Saturday, Sunday and Monday of bicyclists and motorcyclists using the Ocean Parkway.

Blue print of census chart is transmitted herewith. You will note by examination of the chart that the bicyclists, as well as the motorcyclists not only use the bicycle paths, but also the traffic road and the main roadway, both to and from Coney Island, and as a matter of fact, make much greater use of the traffic road in both directions than they do of the bicycle paths. I presume on account of the better type of surface offered by the traffic road even though the danger to bicyclists by automobiles on the traffic road is much greater than that offered by motorcyclists to bicyclists on the bicycle paths.

It would, therefore, appear to me that it would be an unwise prohibition to restrict the use of the bicycle paths to bicyclists only, thereby not allowing motorcyclists this privilege, in that if this was done, it would be but proper to prohibit bicyclists from the traffic road and main roadway, which it appears from the chart would inconvenience the greater number of bicyclists who now use the main roadway and traffic road in preference to the bicycle paths.

I would request that you consider this subject further and again advise me if you think it would be well to prohibit other motorcyclists from using the Cycle paths.

Very truly yours,

JOHN N. HARMAN,

Commissioner.

Feb. 11, 1920.

March 3, 1921.

Mr. James M. McGinley.
Dear Mr. McGinley:—

Supplementing my letter to you of February 11, 1921, in regard to the use of the bicycle paths on Ocean Parkway permit me to say that in view of the fact that I am of the belief that the motorcyclists are not only a danger to the bicyclists on the cycle paths, but also to the general public who make use of the benches on the cycle paths as a resting place, I have decided to make this restriction effective and have this day issued orders for the erection of the necessary signs to accomplish this purpose. Henceforth motorcyclists will be compelled to use the main roadway or traffic roadway of Ocean Parkway instead of the cycle paths.

This restriction, you will of course understand, is being established in the interest not alone of the bicyclists but of the general public and will be subject to the opinion of the Corporation Coun-

sel, in case a question should be raised, as to whether or not same can be made permanently effective in view of the fact that motorcycles were not in use at the time the cycle path laws were enacted.

Very truly yours,

JOHN N. HARMAN,

Commissioner.

WM. M. FRISBIE, IAMES M. McGINLEY.

Committee.

Motor Vehicle Patrol.—In his Inaugural Address, delivered in Boston on January 6, Governor Channing H. Cox, of Massachusetts, declared himself in favor of the establishment of a motorcycle mounted state patrol.

In speaking of motor vehicle accidents, the Governor brought out the fact that a careful analysis of motor vehicle accidents in the Bay State indicates that by far the greater number of them resulted from causes that could have been avoided. He said:—

"I suggest for your consideration the establishment of a motor vehicle patrol of inspectors attached to the motor vehicle division of the Public Works Department. Such a patrol would be of assistance to those many towns through which main thoroughfares now pass, and which are not able to maintain police forces of their own."

National Bicycle Week.—The dates for National Bicycle Week have been set, April 30th to May 7th.—It is the fifth annual National Bicycle Week and will surpass all others in importance. It is the first year in which the Cycle Trades of America has been able to use the Saturday Evening Post with its two million circulation to tell the people of the country that this is the big week for the bicycle.

James L. Eaton, Number 694 in the L. A. W. and one of the "Old Guard," died at his home in Helena, Mont., February last. He was 71 years old and has been with us as a member for 22 years. He was very much interested in the sport of wheeling and a good worker for the L. A. W.

Squanto X X X, a Boston terrier, belonging to Dr. W. G. Kendall, of Boston, took four blues, a reserve and ten specials in the

Eastern Dog Club Show at Boston in March. Fifteen ribbons in all. Some dog.

#### HAPPINESS

"What is happiness?" I queried of the fellow at my side. "Getting everything I long for," thus the selfish man replied.

Then I questioned yet another: "What is happiness?" and he, Tied to uncongenial spouse, said: "Happiness is getting free."

Of a third I sought an answer: "What is it? I prithee tell." Faintly from his bed of sickness this one answered: "Getting well."

Then a man of strong ambition; wealth and power his only care, Slangily he gave me answer: "Happiness is 'getting there.'"

Asked I then the social climber; "Long," she said, "I've tried to win Entrance to that upper circle; happiness in getting in."

Next I visited a prison—quite the other way about Was the questioned convict's answer: "Happiness is getting out."

Then the miser, sour and crabbed, soul and body mean and small, Grasping at his gold, he mumbled: "Getting—getting—that is all!"

As I pondered o'er these answers, two words stood out strong and clear,

"Happiness" to most is "getting"—getting something or somewhere.

Not so to the last I questioned; his a wisdom beyond price; "Happiness," said he, "is giving, self-forgetting, sacrifice."

Signals.—Jones: "It is not enough that bicycles carry bells. The law should enforce a regular system of signals that all can understand."

Brown: "What would you suggest?"

Jones: "Well, I don't know exactly, but it might be something like this: one ring, 'stand still;' two rings, 'dodge to the right;' three rings, 'dive to the left;' four rings, 'jump straight up and I'll run under you;' five rings, 'turn a back handspring and land behind me,' and so on. You see, we who walk are always glad to be accommodating, but the trouble is to find out what the fellow behind wants us to do."

Ferdinand Charron, of France, has made, during his athletic career of many years, a record that one may be proud of. He has won 13 foot races, 506 bicycle, tricycle and motorcycle races, many of which were championships of France, 100-kilometer bicycle, in 1891, 5-kilometer tricycle in 1891, and 50-kilometer tricycle in 1891, four automobile road races, 193 horse races as owner, 265 horse races as trainer, and 75 horse races as gentleman rider, a third of them being against professional jockeys, a total of 1,057 wins. Some record.

Lack of Space.—If some of the contributions sent in are left out the writer should realize that we have had to cut out four pages of reading matter owing to the high cost of paper and labor. It is for us to decide what to publish and pray shed no tears. The L. A. W. gave up racing affairs years ago, and while we are glad to publish items about racing we must limit the amount of space which we give to this feature.

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Saving Dollars.—The national committee on Thrift calls attention to the fact that bicycles are saving dollars and time every day for hundreds of thousands of riders. They provide the most economical means of personal transportation known. It is estimated there are about 3,500,000 bicycles now in use in the country. ranged in single file, wheel touching wheel, this number of bicycles would extend from San Francisco to New York and back again to Chicago. More than 2,900,000 riders, or 86 per cent. of the total number of owners, use their "bikes" for utility purposes. Men and women ride to and from their places of employment on their wheels, and thousands of boys and girls ride their bicycles to school and home again. It is not unreasonable to suppose that each of these riders saves at least 10 cents a day, or \$2.60 a month, or \$31.20 a year in street car fares. The almost universal increase in car fares makes this saving actually much larger. This mens an annual saving to American workmen of over \$12,000,000. In \$12,000,000

there are 120,000,000 dimes. Piled on top of each other there are 27 dimes to the inch. A pile of dimes worth \$12,000,000 would be over 90 miles high. Lay this tall pile down and it would be long enough to reach from New York to Philadelphia. Worth saving, isn't it?

# HISTORIC DATES OF CYCLING

Oct. 16.—Burley B. Ayers elected Secretary and Treasurer of Illinois Division.

Oct. 16.—Aubrey Richardson of London, appointed Chief Consul of the L. A. W. in England.

Oct. 30.—Vermont Division of the L. A. W. formed. C. G. Ross, elected Chief Consul; F. E. Dubois, Secretary-Treasurer; Representative J. W. Drown of Brattleboro. A Constitution and Rules was adopted.

Oct. 30.—Membership of L. A. W. 5000. New York, 890; Penn., 608; Mass., 575; Ohio, 434; New Jersey, 377; Conn., 303.

Oct. 24.—Abbot Bassett, of Boston, appointed Chairman of the Racing Board, Vice Chairman Geo. D. Gideon, resigned.

Nov. 6.—Name of official organ changed from "Amateur Athlete to Cyclist and Athlete.

Nov. 1.—Ladies Tricycle Club of New York, holds a club run and forty out of fifty members turn out.

Nov. 20.—The Safety Bicycle comes out. The first to reach America from England is the Rudge. It arrives later than the Kangaroo but sets an example quickly followed and with us today.

Dec. 3.—Citizens Bicycle Club of New York opens its new club house. The first strictly cycle club house in the United States.

Dec. 18.—Central Park open to riders of the wheel provided they wear a badge to be obtained from the Park Commission.

The Wabbling Child.—The mind of man has never devised a better, cheaper, or quicker unit of personal transportation than the bicycle. It won't carry heavy luggage. It won't climb steep hilfs on high. But it will carry you back and forth over the narrowest highways. And, despite the immense growth of the automobile industry, the old-fashioned bike is still very much in the picture. It is produced by a firm and compact industry that makes and sells more than a half million bicycles a year—more than it ever did in the days of the so-called "craze," the days of bloomer girls and century runs.

More States have already passed and enforced laws prohibiting the driving of automobiles by children. The bicycle, as a builder of healthy bodies, has a large place among childhood's best possessions. But the child on a bicycle, darting or wabbling around in motor traffic, is a terror to motorists and a source of deadly danger to itself. Let's give some thought to this. Let's revive the bicycle path; let's open some of our park roads and lanes to bicycles only, and even build some new ones if need be—just as our fathers built bridle paths. Let's give both the motorist and the bicyclist a square deal.—Colliers Weekly.

# NOMINATIONS FOR NATIONAL ASSEMBLY

The following delegates have been regularly nominated for the National Assembly, L. A. W.

We publish in addition the members ex-officiis.

New York—W. W. Share, Fred W. Brooks, N. S. Cobleigh, Fred'k G. Lee, George B. Woodward, James M. McGinley, John B. Kelley, E. C. Bennett.

Ex-Off.—M. M. Belding, W. M. Frisbie, C. J. Obermayer, W. M. Meserole, Geo. C. Pennell, Dr. L. C. LeRoy, Wm. M. Thomas, Geo. R. Bidwell, E. F. Hill, J. C. Howard, H. W. Bullard.

Massachusetts—A. P. Benson, A. O. McGarrett, J. Rush Green, Chas. C. Ryder, Fred D. Irish, Thomas H. Hall, W. G. Kendall.

Ex-Off.—Abbot Bassett, Sterling Elliott, Quincy Kilby, A. S. Parsons, H. W. Hayes, J. S. Dean.

Pennsylvania—Wm. L. Lockhart, A. D. Knapp, Henry Crowther, J. L. Lowther, Fred McOwen, George A. Gorgas.

Ex-Off.—Thomas J. Keenan, M. C. Morris, George D. Gideon.

New Jersey-W. S. Ginglen, E. O. Chase, Mrs. Elsie Ford Maloney.

Ex-Off.—Theo. F. Merseles.

Connecticut—A. G. Fisher, John N. Brooks.

Ex-Off.-W. A. Howard, Fred. Atwater, Wm. H. Hale.

Illinois-M. X. Chuse, Edgar S. Barnes.

Rhode Island-R. E. Hamlin, James Ward.

Ex-Off.—Geo. L. Cooke, Nelson H. Gibbs, Hugh L. Willoughby. New Hampshire—Chas. A. Hazlett.

Ex-Off.—Elmer G. Whitney, R. T. Kingsbury, Wm. V. Gilman.

Missouri—H. G. Wolzendorf, Geo. Lang, Jr. Ohio—H. S. Livingston.

Ex-Off.-Fred T. Sholes.

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Florida-Kirk Munroe.

Colorado—J. S. Gibson.

California-Lincoln Holland.

Ex-Off.—Isaac B. Potter, Chas. K. Alley.

Michigan-W. M. Perrett.

Ex-Off.-H. S. Earle, E. N. Hines.

Kentucky-Owen Lawson.

Indiana-W. G. Heberhart.

Maine-R. A. Fairfield.

Wisconsin-W. H. Field.

District Columbia-Miss Emily B. Mitchell.

Maryland-H. V. Casey.

ABBOT BASSETT, Secretary-Treasurer.

#### NEW MEMBERS

The following new members of the L. A. W. have been enrolled:-

946-Chas. E. Holder, Poughkeepsie, N. Y.

947-John L. Miller, Poughkeepsie, N. Y.

948-Chas. F. Pralow, Poughkeepsie, N. Y.

Stories of the Wheel.—Told by a veteran wheelman: "One evening, not more than a century ago, as a party of wheelmen were sitting in one of the parlors of a hotel discussing the early history of cycling, the veracious Charley related how in 1879 he had built an iron bicycle which weighed-tons and which, after laboriously pushing it up that two mile hill on the Lexington pike, he would mount and pedal down hill. The indisputable Tom on hearing this proceeded to tell how he in the same year had constructed a wheel of hickory, the only metal being in the bearings and cranks. It was so light, he said, that it only weighed—ounces and ran so easily that he could ride—miles in—seconds. The not-to-be-left Secretary then told how way back in the sixties he had constructed a three-wheeled contraption that was geared to-inches and which could actually be propelled! The veracious C. H. then told how some two years ago he was on a tour through Kentucky, and being the only one in the party wearing a helmet or riding a safety he attracted considerable attention, and as they passed through Paris a "darkey" was heard to say "I reckon dat ar's de clown." The party then adjourned." Just how much of this we may believe must be left to some one else.

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Accuracy

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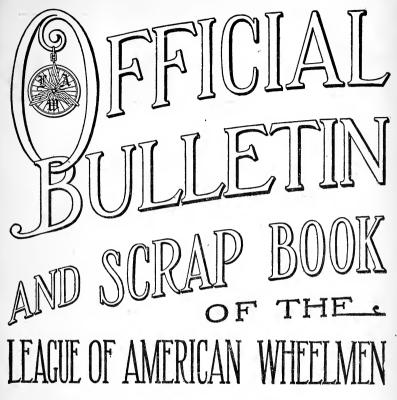
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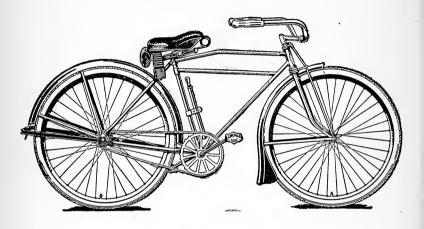
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SPRINGFIELD, MASS.

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# OFFICIAL BULLETIN

# AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

#### ADVERTISING RATES

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Vol. 19. No. 5.

May, 1921

5 Cents.

#### SPRING-A Real Sonnet\*

'Tis Spring, and lo, the pallid snowdrifts quail
Beneath the Sun-god's kiss, and melt away,
And our back-yard is now a placid bay,
Above whose dimpled breast the gentle gale
Breathes balmy odors from the garbage pail
Which, from its own snug harbor washed astray,
Upturned and wrecked, lies on an isle of clay,
While fleets of empty cans around it sail
And roving turnip parings drift about.
And then a cry like that of some lost soul
Rings from the cellar and, with curse devout,
We find the swelling torrents' turbid roll
Has drowned the furnace fire completely out,
And left the cat marooned upon the coal.
—Joe Lincoln.

—Joe Lincoln.

<sup>\*</sup> The author knows that this is a real "magazine" sonnet, for he has built it in strict accordance with the iron-clad rules laid down in the "Poet's Own Guide," and has counted the lines and rhymes five times.

Veterans at Dinner.—The Veteran Wheelmen's Association of Philadelphia held its annual banquet on April 15. A good attendance, a lot of fun and pleasant dreams thereafter.

Still Riding.—Lockhart of Philadelphia has scored 678 miles since Jan. 1. Nine riders of the "Hardly-Able" Club made a run of 48 miles a few weeks since. The wheel has not been laid aside among the Quakers.

The Milwaukee Wheelmen held its 37th annual reunion at Hotel Pfister on Saturday evening, April 9th. There was much of

good quality to eat, eloquent speeches, interesting pictures, and a flash light picture. A good thing to be considered was a bunch of flowerettes gathered in the shape of ten new members for the L. A. W., a few of them "come backs." The Secretary has some very pleasant memories of a banquet held during the Annual Meet of 1900 by this same body of wheelmen.

Sterling Elliott and wife are off to look at the Panama Canal. He will no doubt take a good look at the big ditch and try to improve it.

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Joseph Crosby Lincoln.—D. Appleton & Co. of New York, are preparing for the press a new book of Cape Cod Ballads by Joe Lincoln. Joe was a voluminous writer when he was on the Bulletin staff with Nixon Waterman and the rest of us. The publishers have drawn heavily upon the list of poems that appeared in the Bulletin and the book promises to be a popular one.

The Gypsy Tours, held by those who ride motorcycles will be held June 18-19. New prize medals have already been made, and each tour master will be supplied with a sample medal so that the riders may have a chance to see in advance what the souvenir of the occasion will be. This year there will be fobs for the boys and pins for the girls.

Our Anniversary Month of May.—A few words about the meet for organization of the L. A. W., May 31, 1880, at Newport, R. I. There were 128 wheelmen in attendance at the meeting and in the parade. The States sent delegations numbering as follows: Mass., 49; New York, 35; Penn., 12; Conn and Rhode Island, 11 each; New Jersey, 3; D. C., 2; Ill., Maryland, 1 each; unplaced, 3. Of those who remain with us, Mass. has 4; New York 2 and Rhode Island 1. It was a grand day at Newport and the results of the meeting are grand and profitable. Let us not forget the day of our birth.

National Bicycle Show.—The dates for the National Bicycle Show at Chicago are November 7 to 12. Besides an exhibition of machines there will be a home trainer race on bicycles between some of the international bicycle racing stars. There will also be a style show, a real one, with the prettiest models in Chicago to display the styles. Naturally the prettiest of all will be in motorcycle costume. A dance will probably feature one night.

Every paid admission will carry a numbered coupon good for a chance on a bicycle that will be given away each night, and a coupon good for a chance on a motorcycle to be given way the last night. Many other special features will be on the week's program.

Motorcycle and Bicycle Illustrated is going back to Broadway, New York. In Nov. 1919 the proprietors of the Journal were compelled to leave New York on account of the printers' strike and they removed to Hartford, Conn. And now our big brother is going to do business at 21st and Broadway. We wish him all success and if it is possible we will accept the invitation to look in upon him when we chance to be in New York. He will boast of his bigness, which we will not dispute, and we will beat him in years of service, 40 in all.

George W. Crampton.—Died last month, George W. Crampton, at his home in Newton Centre, Mass. He was one of the original members of the Rovers Cycle Club of Charlestown, Mass. He joined the L. A. W. April 2, 1897. He had been in failing health for about a year past and earlier in the winter spent two months or more at the Hot Springs of Virginia, for the benefit of his health.

Mr. Crampton was born fifty-four years ago in St. Albans, Vt., the son of Charles A. Crampton. He lived in his native place through his boyhood and youth and as a young man came to Boston to work as a clerk for the firm of which he became, about fifteen years or more ago, a member. In the hay and grain business he became known as one of the leading figures in the Chamber of Commerce, of which he was a member. He belonged also to the Boston City Club and the Brae-Burn Country Club.

He was one of the most popular members of the Rovers Cycle Club and was always ready and willing to promote the interests of cycling.

Mr. Crampton is survived by his wife, formerly Miss Ida Remick of Somerville, and by three children. One son, Alfred Crampton, is a student at Dartmouth. The other children are Miss Helen Crampton and George W. Crampton, Jr.

The Annual Meeting of the St. Louis Cycling Club was held at their regular meeting place, the Architectural Club Hall with no less than fifty members present. The meeting opened with the usual monthly reports followed by the annual reports of all the officers for 1920.

Election of officers then took place. Mr. E. J. White and L. A. Rossier were awarded perfect run attendance "bars," both having attended every run throughout the year.

The idea of opening correspondence with various clubs throughout the country was brought up by Carl Lindenschmit and to that end a reply from the Crescent Boys was read. Mr. Fred Sanborn expressed his views very clearly and we feel that the Crescent Boys are the kind we want to get acquainted with.

Refreshments were served at the close of the meeting.

Result of elections is as follows:

A. J. Schreiner, Pres.; L. M. Stringer, Vice Pres.; A. C. Talcott, Sec., Address 3421 School St.; E. A. Keuthan, Treas.; "Peg" Martin, Capt.; "Ted" Thompson, 1st Lieutenant; Tom E. Martin, 2nd Lieutenant.

Any club desiring to communicate with the St. Louis Cycling Club can do so by addressing the Secretary, Mr. A. C. Talcott, 3421 School St. or Carl Lindenschmit, 4241 West Pine Boul.

Roller Races.—The Long Island Division of the C. R. C. A. have just concluded a series of five roller races at 1-4, 1-2, 1, 2 and 5 miles. Final scores as follows:

Place Name	Points
1st Joe Tilgner	19
2nd Walter F. Caldwell	12
3rd August Giri	11
4th Wm. Yorzick	11

Last two named were tied for 3rd and 4th place and in the toss up Yorzick won.

These races were all handicaps, 96 gears, track tire. Best times at the various distances as below:

Distanc	e Name	Time
1/4 Mile	Joe Tilgner	16 Sec.
1/2 Mile	Joe Tilgner	32 1-5 Sec.
1 Mile	Joe Tilgner	1:07 15
2 Mile	s Tie between Tilgner and	Walter Caldwell 2:28 2-5
5 Mile	s Walter Caldwell	6:37 4-5
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Tilgner and Caldwell both rode from scratch. All were flying starts.

The mileage competition in the C. R. C. A. for the year ending Dec. 31st, 1920, resulted as follows:

1st, A Resnick, 7695 Points, 6495 Miles, 12 Centuries.
2nd, Geo. C. Dresser, 7504 Points, 6804 Miles, 7 Centuries.
3rd, Walter Caldewll, 6402-Points, 6002 Miles, 4 Centuries.
A century counts 200 points.

The Canadian Wheelmens Association held their 41st annual meeting on Saturday, March 26, at Queens Hotel, Toronto. An exceptionally fine representation was at the meeting and Louis Rubenstein, of Montreal, who has been a worthy president in the C. W. A. for a number of years, was in the chair, among other officers, and delegates from far and distant cities were also present.

A motion was made to have a life membership in the C. W. A. Among the applications received four delegates were present, Messrs. J. W. Gibson, A. E. Humphrey, Louis Rubenstein and Earl Rogerson, on payment of \$10 fee, were made life members. It was announced that a new cup to be known as C. W. A. Cup was presented for competition for a ten-mile championship race this year. It must be won three years in succession to become his property.

With one exception the officers of the C. W. A. remain the same for the ensuing year and J. H. Roos, of Waterloo, was elected assistant president and Louis Rubenstein, of Montreal, again received the presidency by acclamation, Robert Falconer, vice president; J. H. Smith, Toronto, treasurer; H. E. Richard, Toronto, secretary, and Earl Rogerson, assistant secretary.

Robert Bruce, the pathfinder, has issued a booklet on the Lincoln Highway in Pennsylvania that will aid many a motorcyclist in traversing that famous route through the Keystone State. Mr. Bruce's book gives a consecutive narrative of the route as well as maps, gradients, etc. The book sells at \$1.50 per copy, postpaid, by Robert Bruce, Clinton, Oneida County, New York.

The Century Road Club of America announce that the club's annual ten-mile handicap road race will be held over the Hudson Boulevard, West Hoboken, N. J., Sunday, May 1. The course runs from Paterson Plank Road, th Newark avenue and back to start, the riders making three laps of the course. Many prizes have been donated for the race by local dealers and the cycle trades of America. The race is sanctioned by the Amateur Bicycle League of America.

Century Road Club Banquet.—On Tuesday evening, March 8, the C. R. C. A. held the club's annual banquet at the Juliette, New York City. President A. R. Jacobson sat at the main table with Paul Thomas, vice-president, and Mrs. Thomas; George Dresser, financial secretary; L. Seehof, secretary, and D. J. McIntyre, president of the Amateur Bicycle League of America.

After the dinner Paul Thomas, who acted as toastmaster, distributed the cups and prizes won by the members through 1920.

The Country on Wheels.—There are now in this country 9,211,000 automobiles, and the number is rapidly growing. This number includes trucks but does not include motorcycles, which increase the total by 238,000.

Last year the increase in motor cars was 1,646,000—or almost as many as the total number registered six years ago. It has been figured out by the bureau of public roads that the revenue produced in the way of registration and license fees amounts to more than \$102,000,000 for the whole country.

Just to show how the business is growing it is pointed out that registration fees for the one state of New York in 1920 exceeded what the whole United States paid in 1913. And again, Arizona paid in fees last year about the same amount paid by the whole country in 1906—some \$193,000.

The question arises as to what is done with this money taken in as fees. And the answer is that another great development has been made. Back in 1906 less than three-tenths of one per cent was used in building roads and bridges. In 1920 just 96 per cent was used for that purpose—nearly \$100,000,000. The automobile seems to promise the solution of the old question of good roads in the United States.

# HISTORIC DATES OF CYCLING (1885)

April 9.—Thomas Stevens sailed from New York taking his first step from the U. S. on his tour around the world. On July 2 he arrived at Constantinople.

July 2—Annual Meet of the L. A. W. at Buffalo. 605 riders in the Parade. 4250 members in the L. A. W. The L. A. W. Bulletin, the new official organ of the League, and conducted by members of the L. A. W., issued its first number. Eugene M. Aaron, editor. The birth of the little "Bulletin."

At the races George M. Hendee won the 1 mile championship in 2:44.

Sept. 2—Hartford Races. English racing men in the contests, Dick Howell, Robt. Chambers, Percy Furnivall, Fred Wood, M. V. J. Webber, R. H. English, Harry Etherington. Many records lowered.

Sept. 8-9-10—Springfield Tournament. Same contingent of English riders at Hartford. More records lowered.

Oct. 14—First Ladies' tricycle trip around Cape Ann. Promoted by Minna Caroline Smith. Three days duration. 15 ladies; 19 gentlemen. "Daisie" of the Cycle gave a write up. Minna Caroline Smith wrote it up for "The Wheelwoman."

Oct. 19—Wm. A. Rowe rode at Springfield, 20 miles in 58 min. 20 sec. Oct. 20 he rode 20 miles, 1012 yds. in 1 hour.

Oct. 19—Sterling Elliott brought out his wooden wheel tricycle. It had leather tires, lever action. Weight 40 lbs.

Nominating Committee.—The election of L. A. W. officers will take place by mail vote in August and at the National Assembly to be held Sept. 2nd in New York. I have appointed the following Nominating Committee to present a list of candidates for the several offices that are to be filled:

William H. Hale, New York, N. Y. Charles C. Ryder, Boston, Mass. William L. Lockhart, Philadelphia, Pa. The first named member will act as chairman.

Yours fraternally,

Wm. M. Frisbie, President.

National Assembly Delegates.—It has become customary in the L. A. W. when there has been but a single nomination for representatives to the National Assembly, in order to avoid the expense and trouble of a mail vote, for the president to declare the election of the candidates named.

Following this precedent, therefore, and by virtue of the authority vested in me as President of the League of American Wheelmen, I hereby declare the several candidates who have been nominated to be duly elected. I also extend an earnest request that we have a full attendance at the next National Assembly, which will be held in New York, N. Y., Sept. 2nd, 1921.

Wm. M. Frisbie, President.

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#### **NEW MEMBERS**

949-Henry S. Bryant, East Hartford, Conn.

950-Steve Cramer, Milwaukee, Wis.

951-Andrew Steele, Milwaukee, Wis.

952-Philip Nickel, Milwaukee, Wis.

953-T. B. Maxfield, Milwaukee, Wis.

954-Ed Haven, Milwaukee, Wis.

955-P. C. Avery, Milwaukee, Wis.

956-H. J. Rogers, Racine, Wis.

957-J. Roland Jones, Racine, Wis.

958-W. C. Nielson, North Milwaukee, Wis.

959-Charles Measure, Cudahy, Wis.

960-James Artman, Philadelphia, Pa.

961-L. Bedichimer, Philadelphia, Pa.

962-Howard A. Braddock, Philadelphia, Pa.

963-Frederick A. Buck, Philadelphia, Pa.

964-August C. Frank, Philadelphia, Pa.

965—Richard A. French, Philadelphia, Pa.

966-George Gossfer, Philadelphia, Pa.

967—Robert H. Pflug, Philadelphia, Pa.

968-Arthur C. Vickery, Philadelphia, Pa.

969-J. E. Cullingford, Camden, N. J.

Statement of the Ownership, management, circulation, etc., required by Act of Congress of August 24, 1912, of Official Bulletin and Scrap Book of the L. A. W., published monthly at Newtonville, Mass., for April 1, 1921.

State of Mass., County of Middlesex.

Before me, a Notary Public in and for the State and County aforesaid, personally appeared Abbot Bassett, who, having been duly sworn, according to law, deposes and says that he is the owner of the Official Bulletin and Scrap Book of the L. A. W., and that the following is to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443 Postal Laws and Regulations, printed on the reverse of this form, to wit:—That the names and addresses of the publisher, editor, managing editor and business manager are:—Editor, Abbot Bassett; Publisher, L. A. W. Publishing Co.; Owner, Abbot Bassett. Not incorporated. No bondholders, mortgagees, or stockholders.

Signed, Abbot Bassett, Newtonville, Mass.

Sworn to and subscribed before me this 29th day of March, 1921. John E. Frost, Notary Public.

My commission expires July 26, 1927.

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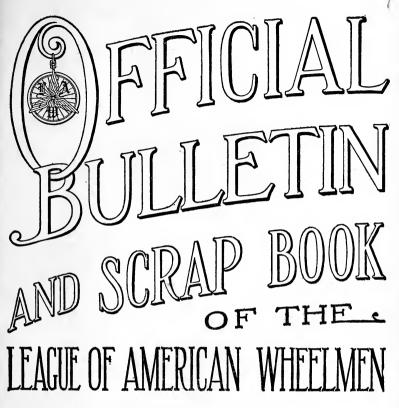
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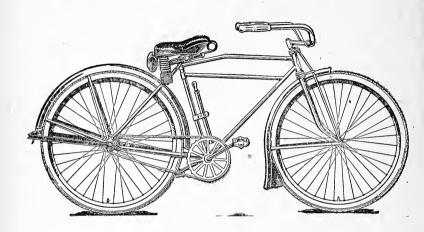
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# OFFICIAL BULLETIN

#### AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR
105 Central Avenue, Newtonville, Mass,

#### ADVERTISING RATES

\$1.15 an inch for first insertion and each new setting. Repeat insertion \$1.00 an inch

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Vol. 19. No. 6

June, 1921

5 Cents.

If what "they say" is really true, that all the woes that vex Us men folks are occasioned by the fairer, weaker sex, It might be best for us to go away across the sea — To some strange land where we could dwell in peace and harmony. But should this ever come to pass, we'll bet a whole year's pay Against a copper cent that, ere a month had rolled away, That, even though there were no ships to sail the raging main, The waters would be black with men, all swimming home again.

#### NATIONAL ASSEMBLY MEETING

To the Members of the League of American Wheelmen:—
The 1921 session of the National Assembly of the L. A. W. will be held in Brooklyn, N. Y., on Friday evening, September 2nd, at the Club House of the Long Island Auto Club, 218 Gates Avenue (between Franklin and Classon Avenues). Dinner will be served at 6.30 for those who wish to attend and the business session will be at 8.00 o'clock.

In calling the Assembly to meet elsewhere than in Boston—where it has been held for a number of years consecutively—I feel that my action is less an innovation than a return to first principles. It is my earnest desire to increase the interest and enlarge the influence of our national wheeling organization, and I believe it can best be accomplished by making these gatherings the independent affairs they used to be.

New York City has been chosen as a change in locality, for its central situation, and because it affords special facilities for carrying out plans for entertaining the visiting delegates. The date—Sept. 2nd—avoids clashing with Boston's historic wheeling fixture, and also permits of arranging a three-day auto tour of Long Island,

to include the triple holiday of Saturday, Sunday and Labor Day, plans for which are already under way.

The location and the date set, I am already advised, are very agreeable to members of the organization in Connecticut, New York, New Jersey and Pennsylvania, and I have the assurance of the attendance of many who have not been able to get up to the Boston meets. I believe we shall be able to revive some portion at least of the old-time progressive spirit of the L. A. W.

The arrangements for the auto tour will be in the hands of a special committee of the NYLAW, and the details will be published

later.

Fraternally yours, WM. M. FRISBIE,

President, L. A. W.

New York, N. Y., April 25th, 1921.

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Report of Nominating Committee.—The nominating Committee report the following nominations for L. A. W. officers for the year 1922:—

President—Wm. M. Frisbie of New York City. Vice President—Thomas H. Hall of Boston.

Fraternally, Wm. H. Hale, Chairman Chas. C. Ryder, Boston Wm. L. Lockhart, Philadelphia

Good Roads.—Congress was asked in resolutions adopted by the United States Good Roads Association, in convention, to continue federal aid for state highway construction and to make available for a "national road fund" payments received from the allied nations on war loans. A specific appropriation af \$100,000,000 annually to carry out a five year road building program also was asked because "there is no public policy that will bless and benefit more people than that which is now being carried out in the construction of public roads in the various states of the union."

Sunday Closing.—Birmingham, Ala., motorists are disturbed over the recent passage of an ordinance prohibiting the sale of tires on Sunday. In addition to this, another ordinance has been drafted prohibiting the sale of gasoline and oil on the Sabbath Day. A. G. Batchelder, chairman of the executive board of the American Automobile Association, now is a member of the governing board of the Aero Club of America. He is much interested in the plans which have been worked out in detail by Wisner Gillette Scott, of California, for aircraft landings obtainable by widening trunk highways at intervals of approximately 50 miles. Aviators and students of air travel are for the Scott idea.

Rovers' Cycle Club.—The 35th annual dinner of the Rovers of Charlestown, number one club of the L. A. W., was held at the Boston City Club on Saturday evening May 14. Nineteen veteran wheelmen drew up to the table and welcomed the good things spread thereon. The food entertainment was followed by business and speech-making. The following list of officers was elected: President, E. H. Norris; Secretary and Treasurer, Robert B. Loring: Captain, E. G. Wiswell. The Trustees reported the sum of \$138.29 in the treasury. Edward Burbeck was elected to his usual duty of scattering roses on the graves of deceased members on Decoration Day. Speeches were made by Secretary Bassett who also read a short poem. Not set speeches but colloquial offerings were given later by E. M. Heustis, H. C. Huntress, Edward Burbeck, D. C. Pierce, and others. It was the unanimous opinion of the company that the Club should be kept alive far into the future and that the annual gatherings should continue to be enjoyed for all time within the power of the club.

#### MILWAUKEE WHEELMEN

The 37th Annual Reunion and Dinner of the Milwaukee Wheelmen was held at the Hotel Pfister on April 9th, 42 of the members participating.

There was about an hour of visiting before the dinner, among the members.

Mr. W. L. Simonds, the former chief council of Wisconsin was toast-master.

Letters were read from the former Vice President of the L. A. W., A. Cressey Morrison, and letters and telegrams of regret and good wishes were read from South Germantown, Pennsylvania; Portland, Oregon; Davenport, Washington; Chicago and various points of the State.

Walter Measure gave us some of his reminiscences of the racing men, while Harry Rogers, of Racine, gave us his annual "Barbara Fritchie" with several other selections, closing with parts of the "Servant in the House," which was very impressive.

A Flash-light picture was taken of the group, after which the hit of the evening was disclosed, by sliding back the large doors and showing an old time bar. At that, many of the boys were "hypnotized from the hip," while the contents of the pitcher being drawn from the wood, reminded one of "Auld Lang Syne," and it tasted like the real old stuff. At least no questions were asked. There's things that cannot be explained, so let it go, you will never know.

A poem by Mr. Abbot Bassett, entitled "Looking Backward," was read by Edgar Fielding and was very much enjoyed. A rousing cheer was given in honor of our venerable and beloved secretary and historian of the L. A. W.

Many song's were sung, and it was voted a grand success by every one.

Yours truly,

Terry Andrae.

V. W. A. Philadelphia.-The annual dinner of the Veteran Wheelmen's Association of Philadelphia, was held April 15, 1921, at Boothby's Restaurant. 54 members were present and sat down to a bountiful repast, during which many old time reminiscences were told and much joking and singing indulged in. There was a monologuist and a card-sharp to entertain, and the speeches of J. Washington Logue, former congressman from Philadelphia. and E. J. Cattell, City Statistician, were well worth hearing. Both were former wheelmen. Mr. Logue enlarged on the value of such associations as this to keep alive the spirit of friendliness and the many happy days of the past, while Mr. Cattell after an amusing account of his "boneshaker" experiments, radiated optimism regarding the future of business in this country, and cited instances from his recent travels west, north and south, to show that America is "coming back." He urged each one to use every endeavor to counteract the discouraging expressions that are common now among our men of affairs.

Mr. E. G.-Longstreth made the pleasant suggestion that our veteran Secretary-Treasurer, Mr. Abbot Bassett, should be communicated with and told of our remembrance of him and how we appreciate his fidelity to the cause of cycling for many years past, and several expressed the opinion that we might have him with us

next year. The suggestions met with an instant response from a number of the men who recalled the Secretary well and the pleasant duty of writing to him was entrusted to Marriott C. Morris, a great friend of Mr. Bassett, reaching back to the time when the Secretary served the League as Secretary in 1887.

Among those present were: L. Bedichimer, President; J. Rhea Craig, Vice-President; James Artman, Treasurer; and Samuel C. Eaton, Secretary. Also around the festive board were: Frederick M. Buch, C. A. Dimon, Jerry F. Neil, A. H. Allen, Wm. J. McWade, Mike J. Costa, Walter Gilbert, W. L. Lockhart, H. S. Montgomery, Ernest Schwacke, Robert Beath, Thomas Hare, L. H. Campbell, Eugene Conway, J. J. Bradley, R. W. Crouse, J. E. Cullingford, Archie Gracey, E. G. Longstreth, Frank B. Marriott, Geo. C. Ulrich, C. H. Cunningham, Frank Detwiler, J. E. Doughty, M. W. Drake, W. A. Ellis, A. C. Frank, R. A. French, Harry C. Hochstadter, Alex. C. Johnson, George Klosterman, Wm. McIntire, Geo. M. Marshall, F. X. Quinn, W. F. Sims, A. H. Vaux, Dr. Clarence Wright, I. K. B. Hansell.

There were 9 present of the active riding club called the "Hardly Ables." The election resulted in J. Rhea Craig becoming President; Marriott C. Morris, Vice President; James Artman, Treasurer; and Samuel C. Eaton. Secretary.

The Executive Committee of last year was re-elected.

Veterans of the L. A. W.—We have a few aged veterans of the League that have been with us a long while and who are still with us in spirit if not in activity. J. Myers Murray, No. 689, of Phila., joined in 1898, when 58 years of age and he is now 81 years old. Wm S. Dimmock, No. 720, of Portland, Me., joined June 7, 1901, when he was 64 years old, and is now 84 years old.

Alvey A. Adee, No. 711, Dept. of State, Washington, joined in 1900; in 1921 he will be 89 years old.

H. W. Bullard, Vice President of the L. A. W., joined Dec. 17, 1886, and he will be 76 years old this year, a little older that the Secretary.

Cycle Side Paths.—New York has taken a step to call into use the cycle side path. Rhode Island has formally abandoned it. Probably very few sidepaths ever existed in the little state, but there was a time not so many years ago when it was proposed that Rhode Island should construct a system of narrow level ways for the benefit of her wheelmen and her legislators responded to the demands of the cycle riders with all the alacrity and seriousness legislatures everywhere now show toward the wishes of the motorists. Rhode Island now repeals the statute which provided for the appointment of a sidepath commission with a member for each county. Before the first appointees really began work the oldfashioned high wheel with its solid rubber tires had begun to retreat into the background before the coming of the "safety" with its inflated or "cushion" tires, and then the low wheels in turn were displaced largely by the automobile. But this excission of the sidepath statute from the Rhode Island law books will remind old timers of the days when they sat upon their lofty perch and looked eagerly for narrow smooth sidings where the perils of wheeling were not so great as on the rough highways. The bold riders who bestrode the high wheels rendered a valuable service, for they helped to get America out of doors and they did much to promote the good roads movement.

#### --0---THE OLD TIMER

In a high and lonely attic, where the cobwebs weave and twine, As the dusty evening sun comes creeping in, Reclines an ancient relic which was once a pride o' mine,

Though now, alas! displaced by modern kin.

'Tis an old and rusty bicycle of inches fifty-two. With tiny ribbling trailer wheel behind.

And its ruddy rubber tires to-day are ragged through and through, Its dangling hub-lamp many seasons blind.

In that high and lonely attic, full many a year ago,

I put that ancient bicycle to rest,

I laid it up in lavender of mem'ries-who shall know The journeys that it ventured, or their quest?

O, the hopes that have been gilded and the hopes that died too soon, The fortunes that we made ere we grew old,

The ardent youth that pedalled through the joyous days of June, When ev'ry gloomy cloud was lined with gold!

Anon.

The Poet Awheel-One grows poetic sometimes over the most prosaic of things. A wheel, a country road, and a pleasant day, would, combined, make a poet of almost anyone, did they but let their fancy take wing. Is not a road almost a symbol and image

69

of a life of activity and variety? What pleasing ideas are connected in my mind with the capricious turns of many a one I have ridden over! With merely looking at the formal lines of a park. I feel wearied and overcome. Why should my wheel seek to roll upon its gravelled walks, which my eyes and thoughts can at once embrace. while the free road, which turns aside and is half hidden in the woods, invites me to follow its windings and penetrate its mysteries? And then it is the path of all human kind—it is the highway of the world. It belongs to no master, to close and open it at pleasure. It is not only the powerful and rich that are entitled to tread its flowery margins, and to breathe its rich perfume. Every bird may build its nest amid its branches, every wanderer may repose his head upon its stones—nor wall nor paling shuts out his horizon. Heaven does not close before him; so far as his eye can reach, the highway is a land of liberty. To the right, to the left, woods, fields, farms and cottages,-all have masters; but the road belongs to him to whom nothing else belongs, and how fondly, therefore, does he love it. The meanest tramp prefers it to asylums, which, were they rich as palaces, would be but prisons to him. His dream, his hope, his passion, will ever be the highway and like him, as I ride along, a prayer rises from my heart in thanksgiving for the highway, the home, the happiness, and the one free spot for so many of God's children. The Poet.

#### NEW MEMBERS June, 1921

970-Walter Frisbie Enold, Woodhaven, N. Y.

971-Wm. M. Foster, Milwaukee, Wis.

972—August Dietrich, Philadelphia, Pa.

973-Richard T. Penney, Philadelphia, Pa.

A celebrated vocalist was in a motor car accident one day. A paper, after recording the accident, added: "We are happy to state that he was able to appear the following evening in three pieces."

An optimist is a person who can have a good time thinking what a good time he would have if he were having one.

Adv. in Chicago paper—Wanted, two fluent persons, well learned in all branches of human and superhuman knowledge, to answer the questions of a little girl of three and a boy of four.

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Organized May 31, 1880

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We invite men of good character to join us in prose-

cuting the good work we have undertaken.

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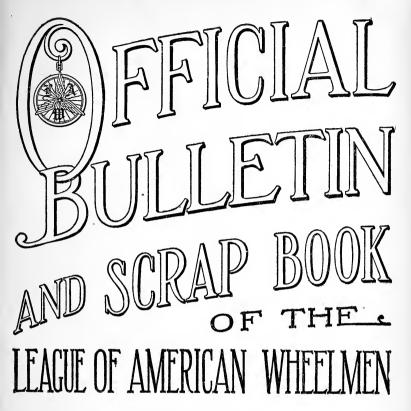
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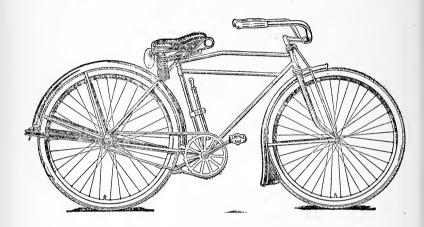
## JULY, 1921

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263

# OFFICIAL BULLETIN

# AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR
105 Central Avenue, Newtonville, Mass.

#### ADVERTISING RATES

\$1.15 an inch for first insertion and each new setting. Repeat insertion \$1.00 an inch

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Vol. 19. No. 7

July, 1921.

5 Cents.

#### VACATION

Vacation is a lazy thing.

There's naught to do but row the boat,
And climb the tree to fix the swing,
And scale the mountain like a goat,
And clean the fish and fry the same,
And forage food to feed the flame—

And dig a county o'er for bait
(The while the farmer sits and grins),
And glide and dip and hesitate
With schoolmarms at the country inns
And walk an hour to town for mail,
And brace the tent against the gale—

And spend a morn to mend a tire,
And toil and tug like any team
To pull the auto from the mire
Of some pellucid, purling stream;
And carry tons of picnic lunch
For chipmunks and for ants to munch

And bail the ship with can and hat,
And take the engine all apart,
And fight the skeeter and the gnat,
And medicate the sunburn smart.
And so I sit me down and sing
Vacation is a lazy thing.

Amos Grant Batchelder.—Cycling has lost a good champion and wheelmen have lost a good friend in the death of Amos Grant Batchelder. He was one of nine men killed in the wreck of an ambulance airplane near Indian Head, Maryland, on the evening of May 28. "Batch" as we used to call him was chairman of the American Automobile Association.

He joined the L. A. W. March 9, 1888 from Buffalo, New York.

Briefly outlining his active life, he was born in Attica fifty-three years ago. Starting as a printer's devil at the age of seventeen, he was editor and publisher of a country newspaper, editing it and doing the composition and presswork himself. A few years later he became sporting editor of the Buffalo "Courier." About 1903 he became secretary of the A. A. A., then automobile editor of The Evening Mail, which he left after a brief editorship to found "Motor" for William R. Hearst. From "Motor" he went to the H. M. Sweetland publications as editor of "The Automobile." In 1910 he returned to the A. A. A. as secretary, becoming later its executive chairman.

The extension of the A. A. A. at the hands of this organizer is well known. This accomplished, he devoted himself mainly to the furtherance of a national highway system. To Batch belongs the chief credit for the national appropriation of \$75,000,000 for highways and the financial part the government is now playing in good roads construction.

To preach the gospel of good roads and his theory of the expenditure of national highway funds "Batch" spent much of his time traveling, addressing meetings and seeing highway officials and legislators personally.

"Batch's" engaging personality, his faculty for making friends of all he met, and his powers of argument and persuasion have been one of the greatest assets the A. A. A. and the good roads cause have had in this country.

The funeral services were held at Washington, D. C. in the mortuary chapel on Pennsylvania avenue, where the Rev. Ulysses Grant Pierce, pastor of All Souls Unitarian Church, conducted the services.

At the funeral there was shown something more than mere official respect. "Batch" had made all those at the final rites close, loving friends, so the unmistakable grief and deep sorrow so plainly manifest made for a touching tribute to the lovable personal qualities of the man they gathered to honor.

Mr. Batchelder is survived by a widow, Mrs. Lottie De-Wolff Batchelder, of Summit, N. J.; Miss Flora Swan Batchelder, an adopted daughter, and Mrs. Arthur Batchelder, a sister, of Attica, N. Y.

"Batch" left behind him, as his last work for better highways, a letter addressed to all motor club officials telling them that national highway legislation was in its final stage in Congress and asking them to give their support to the Townsend measure as the one containing all the principles so long fought for by the A. A.

"Batch," as he was popularly known, did not live to sign the letter, but when Acting President David Jameson read it, he promptly sent it forward to all clubs affiliated with the A. A. A. together with a brief postscript calling their attention to it as the last effort and request of the well-loved leader.

Chas. M. Fairchild.—Death has called away Mr. Fairchild, a long time member and worker of the L. A. W. He has been ill for two years but has kept up his membership in the League through it all. When the L. A. W. had its annual Meet in Boston he, with two others, rode from New Orleans to Boston. He has been many times a member of the National Assembly, L. A. W. and in other ways has worked for the cause. He has made his home in Chicago, Ill. and later in Evanston, Ill. One by one the good fellows depart.

Official of big auto tire company says there has been so much overproduction of auto tires that there are enough on hand to last this country for a full year to come. This is good news to tire users. It means that tire prices have got to come down off their high perch.

Reykjavik, the capital of Iceland, is going to hold a world's fair, beginning next June. We have always wanted to go to Iceland and see for ourselves whether it is true that the cows there give ice-cream. But we have never been able to find a road that led there.

Quite Able Wheelmen.—The twenty-fifth annual run of the "Hardly Ables" of Phila. was held on May 15 and was a big suc-

cess. There were fifteen riders in the run—13 on bicycles and 2 in an auto. Distance 53 miles. All finished in good shape. The run was to Mt. Holly, N. J. This was the 25th consecutive run of the H. A. for it has been pulled off every year since the first run in 1896. Wm. L. Lockhart has taken part in every one of the runs. The following were the participants: W. L. Lockhart, L. H. Campbell, M. A. and R. T. Penney, Dr. Wright, C. H. C. Cunningham, John Cornell, Vickery, Frank, Massman, Dietrich, Cann and Malatin. In an auto Mr. and Mrs. Leonard L. Belding. It would seem that all of these were fully able.

Ten Mile Handicap.—Joseph Tilgner of the Long Island Division, Century Road Club Association, pedalled his way to victory in the annual ten-mile association handicap bicycle road race of the C. R. C. A., held over a four-lap course on Pelham Parkway on May 15th. The Long Island rider had a handicap of three minutes, and, after a hard race, managed to get his wheel over the finish line a matter of inches in front of James Chiafulio, Acme Wheelmen, who finished second. The victor's time was 26:52. Time prize was won by the scratch men in 27:09 2-5, very fast time considering the four turns and the rough course. Finish of scratch men were in the following order: Bert C. Marquart; Fred J. Zierow; Dave Lands; Jerry Nunziatti and E. C. Bendi. Total entries, 155.

C. R. C. A. Tour.—A real old time and very enjoyable bicycle tour was taken by several members of the Century Road Club Association, planned and conducted by the Long Island Division. This tour was through some of the most picturesque scenery of the Catskill mountains and the total mileage for the three days was about 250 miles.

Saturday morning, May 28th, 7 members of the Long Island Division, C. R. C. A., Joe Caldwell, Walter Caldwell, A. Resnick, Si. Borman, A. Fischer, Larry Levy and Geo. C. Dresser met at Manhattan Bridge, Brooklyn, at 7.30 and were joined on the New York side of the bridge by Jack Silver and Lucien Wetzel of the New York Division. Our destination was Port Jervis, N. Y. and the route was via Hackensack, Arcola, Suffern, Tuxedo, Harriman, Monroe, Chester, Goshen, Denon and Slate Hill. Just before reaching Suffern a shower came up and we were obliged to seek shelter in a barn on the side of the road until the storm was over.

A stop was made at Suffern for dinner and after a stay there of about an hour the roads had entirely dried up from the rain and were in very good condition until we reached Moneoe. The automobile traffic was very heavy and the road narrow to this point necessitating riding single file most of the time. At Harriman we stopped for refreshments and several of the boys who had cameras took pictures of the interesting scenery here and also some groups of the riders. After leaving Monroe the roads were in very bad condition being rough and full of holes. At Goshen, known for its live stock and having been the home of Hambletonian 10, the greatest sire of trotting colts ever known, another stop was made for ice cream and some liquid refreshments. A short distance beyond we stopped at a pond on the side of the road and washed off the dust and perspiration and took some more snap shots. Just before reaching Middletown we left the main road turning into the road to Port Jervis. This road was the worst we had been over during the day, being sandy and full of holes, and to make matters worse we had to climb a mountain, Up to this time we had not felt the riding much but the mountain, which was fully five miles long, began to tell on some of the riders, causing them to string out. We arrived at Port Jervis about 6.30 P. M. having ridden over 90 miles for the day and all pretty tired from climbing the hills and poor roads. After a good meal we retired early to be fresh for the next day's ride.

Sunday morning, May 29th, we arose early intending to make an early start but due to a lot of bicycle trouble it was fully 9.00 before we were finally on the way. Before leaving we were joined by three more Club members, Wm. Yorzick, Irving Markow and Sam Stackman who had started from New York at 2.00 P. M. the previous day and arrived at Port Jervis at 11.30 P. M. Harold Anderson of the New York Division was also with this party. When we again started bad roads were encountered which grew worse as we continued, being dirt roads and full of holes and ruts, finally terminated into a mere path and so bad that we had to carry our bicycles for some distance. This continued for some miles and then a few miles of fairly good roads before we reached Monticello at 1.30 P. M. We were four and a half hours in making the last 28 miles. After riding about 8 miles further more rain and we had to take shelter in a small road house where fortunately we were able to get a bite to eat and some liquid refreshments. Between Monticello and Wurtsboro a hill, three and a half

miles long, was encountered, fortunately being down grade instead of up. Before reaching the foot of the hill the coaster brakes became so hot that the rear stays and spokes were too heated to handle. This is the longest hill that the writer ever remembers having encountered in his thirty odd years of riding a bicycle. We reached Middletown at 8.30 P. M. and were met by Steve Ahern and Frank Bloedel of the New York Division who had ridden up from New York that day. 53 miles were covered for the day.

Monday morning, Decoration Day, May 30th, it had stopped raining but the sky looked threatening. However, at 8.30 A. M. we started for home, our party now numbering 14. The return trip took us again through Goshen to Harriman where a stop was made for refreshments. The weather began to clear here indicating a good day. From Harriman we continued to Central Valley where we cut over to West Point on the Hudson. After leaving Central Valley a three and a half mile mountain was climbed. Coming into West Point we had a long down grade and those with coaster brakes were able to enjoy it. At West Point we crossed the ferry to Garrison and rode to Peekskill, arriving at 1.30 where we stopped for dinner. After dinner we left on the last leg for home over the Albany Post Road which took us through Harmon, Ossining, Tarrytown and Yonkers. We arrived in Brooklyn at 8.00 P. M. having ridden a trifle over 100 miles for the day.

In spite of the numerous hills throughout the trip it was a thoroughly enjoyable one. Many stops were made during the trip to allow the riders an opportunity to enjoy the delightful scenery.

Most of the riders used light racing wheels, weighing less than 25 lbs. Palmer tires and most of the boys had low gears, 72, 74 with 84 the highest.

About 250 miles were covered for the three days and the total cost per man averaged \$12.00. In what other way would it be possible to see so much of the country in so short a time with as little expense?

The Long Island Division of the C. R. C. A. is already planning another three day trip over July 4th, the details of which have not as yet been decided upon.

A trip planned for over July 4th, is as follows:

Two and a half days to Delaware Water Gap. Saturday after-

noon, July 2nd to Hackettstown, N. J. via Newark, Orange, Morristown and Netcong, about 70 miles. Sunday, July 3rd to the Gap and return to Easton, Pa. for the night, about 65 miles. Monday, July 4th, return to Brooklyn via Phillipsburg, Washington, German Valley, Mendham, Morristown, Madison, Springfield and Newark, distance about 90 miles.

Geo. C. Dresser.

Nylaw Tour of 1921.—The Nylaw doesn't repeat itself in the matter of touring. A different route every year and all very satisfactory. On Wednesday, June 15 the one time bicycle men, but now automobilists, assembled at Pier No. 32, North River, at 5 o'clock P. M. and put their autos on the main deck of the mammoth steamer Berkshire, and captured chairs on the upper deck. They sailed silently up the Hudson River, went to berths early and the next morning took seats in their autos for a long and pleasant tour.

Thursday, June 16, drove through Troy, N. Y. and crossed the line to Bennington and Manchester, Vt. Lunch at the Equinox Hotel. Thence via Rutland to Woodstock, Vt. Spent the

night at Woodstock Inn.

Friday, June 17th, Bunker Hill Day, when Paul Revere was taking his midnight ride the boys slept peacefully and awakened early in the morning. Drove to White River Junction, to Bristol and Plymouth, N. H. Lunch at Pemigewasset House. In the afternoon drove through Franconia Notch to Bretton Woods. Cuddled down in bed at the Mount Pleasant and awakened on Saturday.

Saturday, June 18th. Drove through Crawford Notch and via West Ossipee around Lake Winnepesaukee, via Meredith, Frank-

lin, Lake Sunapee and Claremont.

Sunday, June 19. Drove down Connecticut River Valley to Greenfield, Mass., thence over the beautiful Mohawk Trail to Williamstown where the college turns out educated young men. Lunch at the Greylock. In the afternoon drove via Hancock to Albany, thence down the Hudson River on steamer Charles W. Morse, and here the journey ended. We hope to tell more about the tour in our next issue. Quick news must not be expected of a monthly periodical.

Boston Bicycle Club.—A three day auto trip around Cape Cod for members of the club and friends, was planned to leave Boston

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WOODHAVEN, N. Y.

on June 17, returning Sunday afternoon. The route around Cape Cod was chosen. To the end of the Cape, across the Canal, and return by a different route. A very fine country to explore and enjoy.

The Amateur Bicycle League of America is growing rapidly and before the end of the year it is expected that 5,000 members will be enrolled. At this writing over 500 riders have registered and over 25 clubs have joined the League including every club in New York City and vicinity and in Hartford, Conn., Philadelphia, Newark, Baltimore, Washington and Chicago. The By-Law Committee have been working on the By-Laws for the new organization.

Bicyc'es as Costume Liberators.—The bicycle is coming back, statisticians have discovered. This vehicle reached the zenith of its popularity in the nineties of the past century and there are many persons living not yet willing to call themselves old who remember the days when cycling was the most popular sport in the country. It was a fad that gripped young and old, and it had an interesting bearing upon the beginning of women's fight for freedom to dress appropriately for outdoor sports.

Knickerbockers arouse little interest now, and the girl who does not wear whatever costume she considers suitable for sports is the exception. But what a furor bloomers caused in the good old days when tandom bloycles were popular and coaster brakes were just coming into popularity as topics of social conversation!

There were pulpit fulminations in plenty, and then, as now, the decline and fall of the Roman Empire was mentioned frequently, and all because women, anxious to ride bicycles, dared to rid themselves of their encumbering skirts. The grip of convention was stronger then, and bloomers were ugly enough at worst to relieve them of seductive implications. The ladies have had to resort to other novelties of costume since then to keep the popular interest in the fall of Rome at the simmering point.

-N. Y. Sun.

#### NEW MEMBERS

974—W. E. Willis, New York City. 975—Capt. E. J. Willis, New York City.

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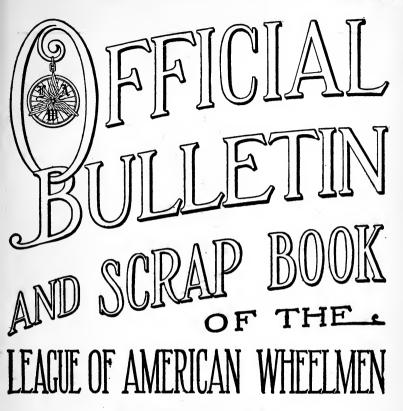
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PUBLISHED MONTHLY

## **AUGUST, 1921**

50 Cents Per Year; 60 Cents in Boston Postal District (for extra postage) 5 Cents Single Copy

L. A. W. PUBLISHING COMPANY
105 Central Avenue, NEWTONVILLE 60, MASS.

#### ATTENTION L. A. W. MEMBERS

Do not forget the notice I sent out in the June issue of the Bulletin, that the National Assembly meeting will be held Sept. 2nd at the Club House of the Long Island Automobile Club, 218 Gates Ave., Brooklyn, N. Y.

Dinner at 6.30 P. M. \$1.50.

Meeting at 8 o'clock P. M.

The Auto trip is being arranged by a committee from the N. Y. L. A. W., but owing to the early issue of the August Bulletin full details cannot be given but will be as follows or as near as possible.

Saturday, Sept. 3rd, leave L. I. A. C. house at 9.30 A. M. Lunch at Patchogue. Afternoon run to Southampton where the night will be spent.

Sunday, 4th. Morning run over eastern end of Long Island to Riverhead for lunch.

Afternoon to Port Jefferson for the night stop.

Monday, 5th. Run to Brooklyn. Lunch at L. I. A. C., giving time for returning home of out of town parties.

Please notify me at 15 Park Row, New York City, your intention of what part of the trip you will participate in and if you will furnish a car or not.

Do this at the earliest time possible so that we can make reservations.

Come one, come all, and put over one of the best ever.

Fraternally,

W. M. Frisbie,

President L. A. W.

July 11th, 1921.

WANTED:—TO BUY, IF PRICE IS REASONABLE, "OLD TIME ORDINARY HIGH-WHEEL BICYCLE." SHOULD BE IN USABLE CONDITION. WRITE, GIVING DESCRIPTION, CONDITION AND PRICE.

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# OFFICIAL BULLETIN

## AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR
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White Mountain Tour of the N. Y. L. A. W.—The annual auto tour of the Nylaw was held on June 15, 16, 17, 18, 19 of the year 1921, and the route was through and around the White Mountains of N. H. The names of those who participated are well known in the cycling world.

Tourmaster, Chas. J. Obermayer; Treasurer, Wm. M. Frisbie; Guide, Walter M. Meserole; Photographer, Wm. H. Hale; Guests, Thomas P. Himes and Abbot Bassett. Rank and File, Prof. Wm. W. Share, Dr. Louis C. LeRoy, John B. Kelley, Wm. M. Thomas W. H. Stafford, W. E. Bussell. Just a dozen and an exact duplicate of the party that went through the Adirondacks in 1920.

Wednesday, June 15.—On board the mammoth steamboat "Berkshire" at 6 P. M. for a night trip up the Hudson to Albany. The party rested in the cabin and the autos used the deck.

Thursday, June 16.—An early start was made. From Albany to Troy was the first lap. At Troy were to be seen many historic houses of Revolutionary time, suggesting a look backward to the early days of our country. At Bennington, Vt. the party rode over a part of what was the battle ground of 1777, and admired the tall monument thereupon. The monument, said to be the tallest battle monument in the world, is a lofty stone obelisk gradually tapering as it rises and terminating in a pyramidal top, very much like the obelisk on Bunker Hill, but somewhat taller. The Bennington monument is 301 feet high, while that on Bunker Hill measures but 220 feet. The party visited an old time cemetery in the church yard of a church built in 1762, an edifice standing there from a time 15 years before the historic battle. In the cemetery was a monument erected by the Bennington Historical Society

over the graves of patriots who fell in the battle of Bennington. One gravestone in the cemetery was a slab of marble measuring 5 feet high and 3 feet wide. On it was carved the biography of one, Capt. Samuel Robinson, covering two sides of the stone and containing more than 500 words. Among the names on the stone, one of the party found that of an ancestor, and the boys uncovered in salute.

At the Equinox Hotel at the foot of Mt. Equinox, in Manchester, Vt. the party put away a hearty and most welcome lunch. Later the route took the party through a beautiful country where the fields were carpeted with blooming buttercups and daisies. Here was a case where the unplucked flower gave greater satisfaction than the plucked flower in a vase. At Woodstock, Vt. the boys dined and spent the night at the Woodstock Inn, where was found all the comforts and restfulness of a home. Vermont is putting a great deal of work into highway improvement and the roads were in fine condition over the whole route.

Friday, June 17.—Bunker Hill Day, but the Boston man was the only one to recognize it and know about it. The forenoon saw the party through White River Junction and across the state line to Bristol, and Plymouth, N. H. Now the party was in the mountainous district. The banks on the sides of the road were covered with wild roses that gave a look of great beauty to the landscape Here were seen many birds of the air and many animal denizens of the woods, such as pheasants, woodchucks, porcupines and squirrels. In one case two baby woodchucks were playing in the road, but they scampered when they heard the autos coming Lunch at the Pemigewasset (Place of Crooked Pines) Hotel. The crowd of vacationists had not yet arrived and there was plenty of room in all the hotels in regard to eating and sleeping accommodations.

In the afternoon the route lay through the Franconia Notch. Now for the grandest sights of the mountains. The Old Man of the Mountain was still looking at the scenery. This profile of a man's face is located on the front of Cannon Mountain. The face is 40 feet high and formed of projecting rocks in exact resemblance of a man's face, having a firmly drawn chin, lips slightly parted and a well-proportioned nose surmounted by a massive brow. At a distance the resemblance to a face is perfect but with the introduction of Telephotography one can see in the picture just how the rocks are arranged to form the profile and the detail

is brought out clearly. On the top of the mountain is a large rock which looks very much like a cannon, hence the name "Cannon Mountain." At the base of the mountain is a small lake which is called "The Old Man's Washbowl." The top rock which forms the forehead of the Old Man has become loose and steps are being taken to pin it down with steel rods.

The mountain sides were green with foliage but here and there the party saw many places where great rocks had taken slides down the mountain sides leaving paths of red earth behind them which could plainly be seen in the midst of the green surroundings.

Later came the run past Bretton Woods and Fabyans. Dinner and night at the Mount Pleasant Hotel. This hotel was not yet open but special arrangements were made for the party. The boys ate in the children's dining room. This hotel has one of the grandest outlooks in the mountain district. Directly in front is an unobstructed view of Mt. Washington, the railroad to the top, the Presidential Range, Mt. Clay and the Burt Ravine. As pleasant as a reserved seat in a theatre.

Saturday, June 18.—After breakfast it was "All Aboard for Crawford Notch," where there was to be seen some most beautiful scenery. The route lay through North Conway, shadowed by Mt. Kearsarge (Pequawket) and the bald Chocorua Mountain; next came West Ossipee and Ossipee Mountain. Along the side of the road were great piles of wood waiting for the tanner and the paper mill. Great booms of timber were afloat in the river. Thousands of logs were also afloat and each one marked with the owner's name.

The next place of interest was Lake Winnepesaukee (The Smile of the Great Spirit). Of this beautiful lake Edward Everett said: "I have been somewhat of a traveler in our own country and in Europe and I have seen much that is very attractive, but my eye has yet to rest on a lovelier scene than that which smiles around you as you sail on our beautiful Lake Winnepesaukee." And we were all there to endorse Mr. Everett. The party went around a goodly portion of the lake. Then the autos were headed for Meredith, Franklin, the birthplace of Daniel Webster, the beautiful Lake Sunapee and Newfound Lake. The latter seven miles long. Big enough not to be lost and found. The next town on the route was Laconia, on the shore of Lake Winnesquam (Great Bay), a pic-

turesque sheet of water. The Tavern, at Laconia, provided a fine lunch for the party.

It was a beautiful ride in the afternoon when were seen more buttercups and daisies and young ladies in the fields gathering wild strawberries. Night at Hotel Moody, Claremont, N. H.

Sunday, June 19.—The unanimous opinion of the party was "See the White Mountains and live to remember and cherish a lot of pleasant memories from the lap of Good Mother Nature."

Now a trip southward in Vermont. At Westminster and Putney was seen the devastation made by a heavy wind the day before. Whole trees were blown down and great branches were torn from the standing trees. Men with axes and saws were clearing up the limbs that had been broken off. "Good Mother Nature," so called, evidently went on a rampage the day before. We have not seen in the newspapers any mention of this freak of the wind.

To Greenfield. Mass. and over the Mohawk Trail. The Trail begins at Greenfield and runs over the mountains to North Adams. It takes its name from the fact that the Mohawk Indians took this path over the mountains in Colonial times on the way to two massacres. In 1675 occurred the Bloody Brook Massacre at Deerfield and in 1704 during Queen Anne's War the French and Indians burned the village of Deerfield and massacred many of the inhabitants. Those were troublous times, but now we have a trail of beauty where was once a scene of terror. The Trail runs through the present villages of Shelburne Falls, Charlemont, and over the hills to North Adams. Very many views from great heights and many charming scenes in the forests gave much delight to the party. The pleasure of autoists in making this trip has, in the past, been marred somewhat by the difficulties of the climb and descent of Shelburne Mountain, just west of Greenfield. To do away with the necessity of taking this steep, torturous and narrow grade the State of Massachusetts has constructed an expensive section of new road through the forest around the mountain. This road is broad with easy curves and grades and removes. the last serious obstacle to trip from Boston to North Adams over the northerly cross state route and the Mohawk Trail. This road improvement was carried out last spring.

Lunch at Hotel Greylock in Williamstown. The day before was Commencement day at Williams College and the Hotel was crowded. Young men were entertaining their Daddies and Mammas and their sweethearts, and all was merry as a marriage bell.

But our party was well taken care of at lunch. The next and last stretch was to Albany. The autos were put on board the steamboat Charles W. Morse for the night trip down the Hudson River to New York.

Schedule of distance covered in miles during the four days:—135, 123, 142, 151, total 551 miles. On the river 290 miles.

Could any tour be more pleasant? It was an outing long to be seemembered and cherished; a paradise in the forests and on the hills.

Around Cape Cod.—It was a merry company of wheelmen that went to Cape Cod last month and followed the footsteps of Thoreau through the sand dunes of that delightful section of Massachusetts in two cars.

The party consisted of J. S. Hathaway, Quincy Kilby, C. W. Reed, F. J. Stark, J. Rush Green and C. C. Ryder.

We left Brookline on Friday afternoon, 17th of June, about three o'clock and after a very pleasant ride through Weymouth, Bridgewater and Middleboro reached the Sippican House, Marior, in time for supper. The next morning we went through Wareham, Buzzards Bay, Falmouth, Woods Hole, where we inspected the U. S. Fishery buildings, and along shore to Hyannis, dining at Eagleston Inn. Friends arrested our trip for a brief space so we were rather late, four o'clock, leaving here. Nevertheless, we pushed on through Yarmouth, Dennis, Harwich and Chatham, viewing the twin lights, then across to Orleans, and down the Cape through Eastham, Wellfleet and Truro to Provincetown, which we reached soon after seven o'clock. Here we found George Young, once of Boston, waiting for us. He steered us into the Central House where we spent the night, a rainy evening keeping us indoors.

The next morning, Sunday, opened bright and clear. Under the guidance of George Young some of the party climbed to the top of the monument and enjoyed a magnificent view in every direction. It was nearly ten o'clock when we left Provincetown, retracing our route to Orleans and then through Brewster, Dennis, Yarmouth, Barnstable and Sandwich, where we stopped to view the grave of Joseph Jefferson. Then on to Sagamore, crossing the canal, and through the woods to Mayflower Inn, Manomet, for dinner. This hotel is situated on a bluff with water on three sides giving a magnificent view over Cape Cod Bay. In the

middle of the afternoon we started going through Plymouth, which we found to be crowded with autos. We went down by the shore which is still in a disordered state but did not see the Rock as it was under cover. We went on through Kingston and took the shore route, making quite a long stop at the summer cottage of Joe Hathaway near Brant Rock. We waited until the New York boat went by, about half past six, when we headed for home on the last lap. In Quincy, on account of the congestion of cars, the party split up, the writer reaching home about half past eight.

The weather during the trip was all that could be desired, clear and cool.

—C. C. R.

G. E. Johnson, one of the old-timers of the L. A. W. passed away on June 21 at his home in Louisville, Ky. In the busy times of cycling he was active in all that was taking place. He was Secretary-Treasurer of the Kentucky Division and later was Chief Consul. He was active in promoting the League meet at Louisville in August 1896 and was untiring in the entertainment of those who came to Louisville. This was the Meet where the Louisville men set up a bath tub full of drinkables and emptied it several times.

Born in Louisville, a son of Julius C. Johnson, architect, and Elizabeth S. Edwards, Mr. Johnson received his preliminary education in the public schools. His broader schooling was received in the printing office and the school of experience.

When 11 years old he entered the composing room of The Courier-Journal as a "printer's devil" in the days when all type was set by hand. He afterwards became a reporter and eventually was promoted to telegraph editor.

Mr. Johnson also had been managing editor of the old weekly Courier-Journal and later was circulation manager for both newspapers.

Mr. Johnson had served as private secretary to Henry Watterson more than fifteen years, continuing in this capacity until Mr. Watterson retired.

During the time that bicycles were so popular during the nineties he was one of the founders of the Louisville Bicycle Club, and served as president of the organization. He was one of the good fellows of the L. A. W. that we all were pleased to meet.

Old-Timers to Race.—Oldtime enthusiasts of the bicycling game will have an opportunity to show some of their ability and meet

a few of their friends when they have a field day next Labor Day. The meet is being arranged by E. S. Freeman, C. P. Floyd, F. G. Gibbs and Fred I. Perreault. Anyone who would like to do their bit in helping the affair along or to enter any of the races should communicate with Mr. Perreault at 30 Mt. Vernon St., Malden.

#### MY FIRST MOUNT

My first machine was a wooden affair, An affair, by-the-bye, which I hired; A ramshackle thing under which the earth shook, And made the stones fly every turn the wheels took-Steam rollers were then not required. But, oh! how I loved that ricketty mount, Though he didn't like me at my best; He turned, and he twirled, and he twisted around, And never was quiet till he'd run me aground, And banged himself down on my chest. And while yet I strove to master my nag. On a friend I just happened to drop-A friend whom I'd treated but coldly of yore. Still he didn't allude to the fact, for what's more, He was only a wooden clothes prop. I stood the machine up against an old wall. And placed myself snugly on top; Then gaily shoved off at a swaggering rate, Which finished ere long in a wobbling state, As I reached my old friend, the clothes prop. I flung my arms round him and held him so tight, While I brought the machine to a stop, Wheeled it back to the wall and started again, And pedalled away with might and with main, Till I found I could part with the prop. My steed didn't seem to object to me now, Though he rattled (the fault of the maker), And next thing I found that the pace I could mend. And so by the use of my old wooden friend. I soon learned to ride the boneshaker.

J. C. Percy of Ireland has been knighted by King George of England, and he is now entitled to put "Sir" in front of his name. He has won the honor through very much good for the benefit of

58.

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CASCO COMPANY. WOODHAVEN, N. Y. his country. He is one of the editors of the Irish Cyclist and writes over the name of "The Tramp." He has made several visits to America and has been given receptions by the wheelmen of Boston and New York. He has earned the distinction that he has obtained.

August 24 the planet Mars will come the closest to the earth for many years; the gap will then be only about 35,000,000 miles. People who have any idea of moving to Mars should be all ready to jump when the proper moment comes.

Bicycle Tour Abroad.—Ten Dartmouth College students are making a bicycle tour of Europe, under the personal direction of Prof. Georges Raffalevich of the French department of the college.

He is well acquainted with the territory that is being covered, as France is his native country, and he is conversant with the languages of the countries through which the men will pass, and of the customs, rates of exchange and other details that are of prime importance.

The party left Montreal on June 18 on the steamer Scotia for Havre, arriving there on June 27. Two weeks were devoted to a tour of Bretagne and Normandy. Following a Paris visit the students will visit not only the battlefields but, through special permission of the French government, will go to many areas not vet rebuilt that are closed to visitors. From the battlefields the party will go through the Alps and into Italy, returning to America about the middle of September in time for the opening of the college in the fall.

Howard E. Raymond, vice president of Goodrich Co., Akron. has announced his retirement from active business. His connection with men of the industry dated from the earlier cycling days. For years he was chairman of the racing board of the League of American Wheelmen.

#### **NEW MEMBERS**

The following new members of the L. A. W. have been enrolled. 976—Francis G. Gibbs, Winthrop, Mass.

977-Chas. R. Zacharias, Allenhurst, N. I.

978—Louis Knauth, Philadelphia, Penna. 979—John M. Thistle, Philadelphia, Penna. 980—Louis A. Rossier, St. Louis, Mo.

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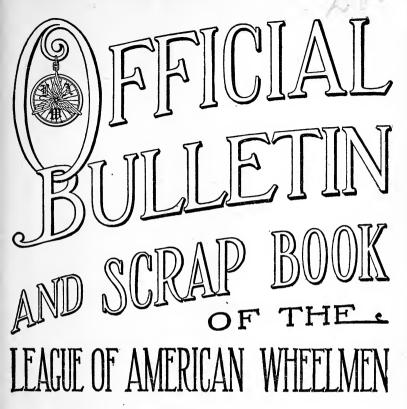
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#### IF WE DIDN'T HAVE TO EAT

Life would be an easy matter
If we didn't have to eat.
If we never had to utter,
"Won't you pass the bread and butter,
Likewise push along that platter
Full of meat?"
Yes, if food were obsolete
Life would be a jolly treat,
If we didn't—shine or shower,
Old or young, 'bout every hour—
Have to eat, eat, eat, eat, eat,—
'Twould be jolly if we didn't have to eat.

We could save a lot of money,

If we didn't have to eat.

Could we cease our busy buying
Baking, boiling, brewing, frying,

Life would then be oh, so sunny
And complete;
And we wouldn't fear to greet
Every grocer in the street

If we didn't—man and woman,

Every hungry, helpless human,—
Have to eat, eat, eat, eat,—
We'd save money if we didn't have to eat.

All our worry would be over

If we didn't have to eat.

Would the butcher, baker, grocer
Get our hard-earned dollars? No, sir!

We would then be right in clover
Cool and sweet.

Want and hunger we could cheat,
And we'd get there with both feet.

If we didn't—poor or wealthy,
Halt or nimble, sick or healthy—
Have to eat, eat, eat, eat,
We could get there if we didn't have to eat.

-Nixon Waterman.

OFFICIAL BULLETIN

#### AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR
105 Central Avenue, Newtonville, Mass.

#### ADVERTISING RATES

\$1.15 an inch for first insertion and each new setting. Repeat insertion \$1.00 an inch

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September, 1921.

5 Cents.

In mid-July when people fry
They want a beach by breezes swept.
But things at home begin to boom
With the return of dear old Sept.

The rooms were good, we had nice food, And our hotel was nicely kept, But we would state that home looks great With the return of dear old Sept.

Along the track we hustle back,
That pesky train, it fairly crept,
For folks who roam are keen for home
With the return of dear old Sept.

Bicycle Tour to Delaware Water Gap.—Another very enjoyable three day bicycle tour, conducted under the auspices of the Long Island Division, Century Road Club Association, was taken to Delaware Water Gap, Pa., over July 4th last. This trip was planned out by Captain Walter Caldwell to whom credit for the success of the trip should be given. The mileage for the three days was about 225 miles and the route was somewhat less hilly than our trip to Port Jervis, N. Y. over Decoration Day.

Saturday morning, July 2nd 5 members of the Long Island Division, Captain Walter Caldwell, A. Fischer, Si. Borman, R. C. Geist, J. Newmark and G. C. Dresser met at Manhattan Bridge, Brooklyn, at 8 o'clock. Our schedule called for 52 miles for the day and the destination Hackettstown, N. J. The actual mileage

by cyclometer, however, was 65 at end of the day's run. Going thru Jersey City we passed very close to the immense arena built for the Dempsey-Carpentier fight, which was to be held that afternoon and even at that early hour many fans were in line to purchase tickets. We went thru Newark without stopping and also East Orange. Thru Millburn we passed many beautiful suburban homes, the roads were also very good at this point. We became somewhat mixed on our schedule shortly after this and Chatham was the next town which we passed, the main street being shaded with large elms reminding one of many of the towns of New England. Madison was also a very fine town which was the next place which we passed, and a stop was made here for some liquid refreshments. Morristown was reached about noon and all were ready then for dinner. Chester was the next village and before reaching Schoolevs Mountain we passed thru Long Valley which was well named as the valley could be seen for miles. Needless to say we walked Schooleys Mountain but it did not seem so long for we stopped at brook about half way up and took a wash and a cool drink. The view from the top was well worth the effort of the climb and we could see the surrounding country for miles. signs at the summit read 1700 ft. above sea level. Hackettstown. our destination for the day, was but a few miles away and we reached there about 5.00 P. M. Our Captain had made arrangements before hand for our accommodation and after a refreshing bath we were ready for dinner. Fried chicken with the fixins sounded pretty good to us after our somewhat strenuous trip and we did full justice to the meal. Our main party of 14 more riders, consisting of Joe Caldwell, A. Keifer, L. Wetzel, Steve Ahern, Frank Bloedel, Willard Knecht, Larry Levy, A. Resnick, Chas. Finkelstein, Jack Litowitz, Wm. Yorzick, I. Markow and Fred Seiferlein were scheduled to leave New York at 2.00 P. M. and about 10.30 we that some signs of them should be seen as they phoned us from Morristown, where they had dinner that they were all right and in good condition.. About 11.30 they arrived at the hotel all in good shape and with no accidents of any kind to mar the trip.

Sunday morning, July 3rd. A few of the boys visited one of the principal places of interest in Hackettstown, namely the State fish hatchery where fish of various kinds are hatched for distribution in streams and lakes of the State of New Jersey. Our schedule for

the day was Delaware Water Gap via Townsburg, Buttzville, Manunkachunk. Delaware and Portland with a stop for the night at Easton, Pa. via Portland, Bangor and Martinscreek. The day was rather warm and stops were made at various places for refreshments. After crossing the bridge across the Delaware into Pennsylvania we found the roads in very bad condition, being rough and very dusty. Automobile traffic was very heavy from there to our destination. The scenery coming into the Water Gap was all that has been told about it and many of the boys who had cameras took snap shots of the best points. Some of the boys hired a row boat and bathing suit and had a swim at the beach. They reported the water as being very warm and not nearly as invigorating as a swim in the old briny nearer home. We left the Water Gap about 4.00 o'clock and we then had about 35 miles to Easton which we wanted to reach before dark. The most interesting part of this last end of the day's trip was the slate quarries at Bangor where we saw immense piles of refuse slate alongside of the various quarries.

Between Bangor and Easton we struck a fine stretch of new concrete, nearly five miles long and level and our pacemakers I. Markow and Walter Caldwell were taking us along at not less than 25 miles per hour which all were holding without trouble. Coming into Easton we noticed a number of campers along the shore of the Delaware River. Accommodations had been arranged for us for the night at the Paxinosa Club at Easton which we learned was on top of a mountain and some three miles out of the city. Our ride for the second day covered about 70 miles and it was 7.30 when we reached destination. After a good dinner at a restaurant in the city we left for the Club above mentioned. The accommodations at the Club were satisfactory and after a cold bath all were ready to turn in.

Monday morning, July 4th, the view from the Club of the surrounding country was grand, in some respects even better than at the Delaware Water Gap, and the cameras were snapped in various directions so as to give us a reminder of the beautiful scenery.

Our route homeward was via Phillipsburg, Clinton, Lebanon, White House, Somerville, Bound Brook, Raritan, Dunellen, Plainfield, Perth Amboy, Tottenville and St. George. Much of the distance was off the main road of auto traffic and while it had been asphalted some years before nothing evidently had been done to

keep it up and we found the going very rough but fortunately comparatively free from hard hills. The day was extremely hot and we were obliged to make frequent stops for refreshments of various kinds along the way, also for water which we needed for our parched throats. At many places the scenery was very fine but not as mountainous as we had seen the two previous days. Four of the party went home by train partly on account of the heat of the day but more for the reason of not having properly conditioned themselves for a long tour of this kind. At Raritan we saw a lot of automobiles in front of the Country Club and upon inquiry learned that President Harding was there a guest of Senator Freelinghuysen. We did not stop to pay our respects to the President but he might have received us as he is reported as having been a bike fan himself not so many years back. At Plainfield we made a stop for refreshments. A fair was being held in a park on the main street and we wanted to patronize the young ladies who were in colonial costumes in charge of the booths. At Tottenville another stop was made for a bite to eat and drink and then we started for St. George, 17 miles away, the last leg of the day's trip. Our pacemakers took us along at about 18 miles an hour as we wanted to get to St. George before dark, 92 miles was covered for the last day and all who were in at the finish were in good shape and ready to continue if necessary. The trip was voted a great success and probably another three day tour will be taken over Labor Day, place not vet decided upon.

-Geo. C. Dresser.

Memorial Volume to A. G. Batchelder.—During the early constructive years of the American Automobile Association—1910-15—when more than at any other period the foundations of the organization were laid and its future planned, the staff at the only office, then at 437 5th avenue, New York, was as follows:

A. G. Batchelder, chairman executive board and head of all departments.

Mrs. Rose S. Hollander, general assistant to Mr. Batchelder, and in special charge of the membership department.

Robert Bruce, manager touring bureau, originator and developer of the A. A. Map system.

A. L. Westgard (during considerable of that time) field representative. Drafting and clerical staff,

103

Mr. Westgard passed away during the first week in April and Mr. Batchelder during the last week in May. Mrs. Hollander still remains in general charge of the New York office, 501 5th avenue. Mr. Bruce, at his home in central New York, believes that the life and work of Mr. Batchelder is entitled to a memorial volume; and on the basis of more than 20 years' personal acquaintance, is disposed to undertake its production and publication.

To aid in broadening the proposed work, it is desirable to gather a few of the most characteristic letters written by Mr. Batchelder, preferably those bringing out the personal, individual side. Some additional photographs, showing the late chairman in different places, and if possible in various moods, would be welcome. Anecdotes and stories told on special occasions would also add to the value of the volume.

It is unlikely that a small edition of such a book, for limited distribution, would ever pay the actual cost involved in its production; but if sufficient interest is manifested, Mr. Bruce is willing and ready to do the considerable work involved, and assume a part of the expense as a contribution to the memory of his former leader and friend. Any photographs, letters or other items may be sent direct to Robert Bruce, Clinton, Oneida County, N. Y.

It is proposed to sell the memorial volume at \$1.65, postpaid.

Arthur Sherwood Kendall,—Died Aug. 7 at Roxbury Hospital, Arthur. Sherwood Kendall, of Wollaston, Mass. He was Music Master of the Boston Bicycle Club and the author of many songs dedicated to the B. Bi. C. He wrote and often sang at the club gatherings—"Bibamus"; "Our Song"; "What's the use of Working" and Our Motto, "Pedibus bicyclus, additalus." His contribution to the program of an evening gathering was always welcome, and personally he was held in high esteem by the Club.

Parsons of Lexington.—Our first Secretary took his regular winter outing in Honolulu where it is very warm and very rainy. The most wonderful thing that confronted him was a birth notice in the Honolulu Daily Advertiser, and here it is:

Born. Virginia Haumeahulupliokeausalowaikealewalewaikealeawalewaskapapahawkea, born to Mr. Mrs. Christian K. Bishaw. Waikiki, March 1921.

We can hardly believe that Mr. Parsons had to enter on our roll of members a name so long and so queer. Next winter Mr. Parsons will go to Miami where he will meet Kirk Munroe. Thus will two of our members who were elected officers of the League at Newport get together and talk about the birthday of the L. A. W.

Lockhart of Philadelphia, says: Bad weather here for about two months past. First hot and dry, now hot, sticky and wet has worked much against cycling and kept down mileage; but still my cyclometer shows over 1300 miles to date; so after all it's a matter of "keep on keeping on" and never despair. They say that bicycling is coming back, but in my case it has never gone astray.

## HISTORIC DATES OF CYCLING (1886)

Feb. 22. L. A. W. Officers' Meet at Grand Union Hotel, N. Y. The important question before the meeting was the amateur situation. Riders engaged in racing were receiving salaries and expenses from the manufacturers which undoubtedly made them professionals. Abbot Bassett, Chairman of the Racing Board was appointed to settle the question single handed. He drew up a statement for the racing men to sign in which he was to assert whether or not he had ever received money for racing from a manufacturer, either in the form of a gift or salary. Another statement was sent to the manufacturers. This was similar to the one for the racing men to sign. The racing man was to get the signature of the manufacturer. The distribution caused a great excitement in racing circles and the racing men formed an organization which they named the American Cyclists' Union and called upon all cycling racing men to join. The racing men were called "Makers' Amateurs." Of the hundred and more circulars sent out not one was received by the Racing Board confessing to the receipt of money or the payment of money.

The Racing Board then declared every racing man under suspicion to be a professional and all such were barred from amateur races.

April 2. Abbot Bassett, who had been editor of the Bicycling World, started a paper of his own called "The Cycle," with an office on School St., Boston.

May 28. L. A. W. Meet in Boston. The Chairman of the racing Board gave a full report of his action regarding makers' amateurs and he was endorsed by an overwhelming vote of those

present commending his action. Among the popular features of the Meet was a Ladies' Triange Race to the Reservoir at Chestnut Hill. The Run was arranged and conducted by "Daisie," a lady correspondent of "The Cycle" and was in every way popular and successful. A cycle show was given at Mechanics Hall and was well attended. Chas. M. Fairchild, A. M. Hill and Harry W. Fairfax rode on their wheels to attend the Meet. At the races A. B. Rich won the one mile championship in 2:47 1-5.

Isaac B. Potter of Riverside, Calif. recently fell into a garage pit and broke a rib. Not in danger but it wouldn't have happened if he had stuck to the bicycle. Mrs. Potter has recently been in New York on a family business trip and has visited quite a few of her old friends.

Bicycle Paths.—Twenty-six years ago, in 1895, the formal opening of the Coney Island bicycle path took place.

Since that time the Lincoln Highway has been opened. Concrete has been poured on dusty lanes in remote parts of the country, making velvet roads over which automobile caravans travel endlessly. A road has been built to the top of Pike's Peak. Others have been dedicated in Death Valley and the Imperial Valley, below sea level, but if you ask the man who pushed a pair of pedals in his youth he will tell you that none of these events has stirred the fevered interest that centered about the opening of the Coney Island bicycle path long ago.

The bicycle trail that was to establish quick connection between Brooklyn and Coney Island was no mere local affair. It furnished one of the favorite topics clipped by editors of sporting pages in other cities. In those days the tourist could check his wheel as baggage. Generally he traveled in the day coach, in his cycling togs.

In the spring of 1895 it was absolutely essential that the path be opened with a bicycle parade. There was no use of making it too soon lest bad weather spoil everything. The date was finally set for June 15. After that came a converging movement of wheels upon the entrance to the bicycle path, and the parade got under way, with the Hon. Timothy Woodruff, then Park Commissioner, at its head, and no end of famous public men and women following in commendable order.

And now, when the path has been neglected for many years

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or given over to every sort of vehicle the Park Commission of New York has decreed that none other than bicycles may use the path, and this at the request of the L. A. W.

My auto, 'tis of thee, short road to poverty, of thee I chant. I blew a yile of dough on you three years ago; now you refuse to go, or won't or can't. Through town and countryside you were my joy and pride, a happy day. I loved the gaudy hue, the nice white tires so new, but you're down and out for true, in every way. To thee, old rattlebox, came many bumps and knocks; for thee I grieve. Badly the top is torn; frayed are the seats and worn; the whooping cough affects thy horn, I do believe. Thy perfume swells the breeze, while good folks choke and wheeze, as we pass by. I paid for thee a price; 'twould buy a mansion twice; now everybody's yelling "ice"-I wonder why? Thy motor has the grip, the sparkplug has the pip, and woe is thine. I too have suffered chills, fatigue and kindred ills, endeavoring to pay my bills, since thou wert mine. Gone is my bankroll now, no more 'twould choke the cow, as once before. Yet if I had the mon, so help me John-amen-I'd buy a car again and speed some more.

Cycle Trades Convention.—At the fifteenth annual convention of the Cycle Trades of America in the St. Charles Hotel at Atlantic City on August 3 it was stated that some 400,000 bicycles were produced last year and that the advertising campaign which the industry had conducted had greatly aided in the popularizing of the bicycle. Higher street carfares were causing many people to ride bikes, it was said, while good roads also were of great help to the industry. The bicycle industry is slowly improving after being hit by the general slump in business. Prices are lower and it was forecast in some quarters that they will be lower still for both bicycles and motorcycles before long.

The American bicycle is becoming more and more popular in foreign lands, H. M. Hoffman, of Dayton, president of the association, stated in his annual address. Reports, he said, indicated a widening of the foreign market, the demand increasing from Japan, China, Australia and South America.

Riding in the Rain .- New England wheelmen will recall that July was a very wet month and there were a very few days fitted for bicycle riding. A story is told us by an old member who is fond of long rides. He says that one day in July he started for a country run, and finished fifty-five miles before dinner, which he obtained at a point twenty miles from home by direct road, but forty-six by making a circuit. While eating, heavy clouds came up, so he started on the direct road, and just as he reached a country hotel, five miles distant, it began to pour. It rained furiously for nearly two hours, and then stopped; so, as it was a macadam road, he started to ride home. Within half an hour, the worst storm he had ever seen came up, with terrific thunder and lightning. No shelter was near, and in five minutes he was soaked through, and his low shoes were filled with water, which ran gurgling from toe to heel and heel to toe as he pedaled. The road was washed out in spots, and streams several inches deep ran across it. Nearing home, at a gully in the road, the sewers were blocked, and he rode through a pool a hundred yards long and ten inches deep in the centre. The few people who saw him had great fun at his expense, and quarts of water were actually wrung from his clothing on his arrival home.

Our friend didn't have a good time but he enjoys telling about it.

# Veeder Cyclometer for Bicycles



Accuracy

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle, Price \$2.00.

#### Veeder Trip Cyclometer

With an extra dial which can be set back to zero to register the mileage of each trip. Price \$3.00.

### Veeder Motorcyle Trip Cyclometer

Made stronger than the regular bicycle cyclometer and is designed to withstand the harder usage due to the high speed of motorcycles. Price \$3.50.

#### Veeder Odometer

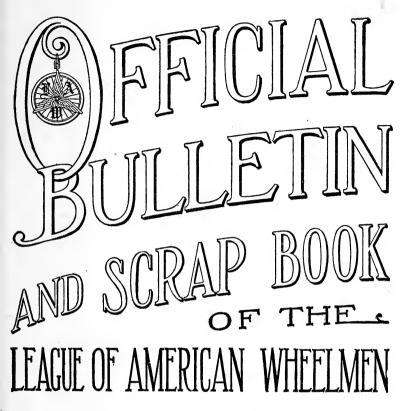
To register mileage of automobiles and horse-drawn vehicles.

We guarantee Veeder Cyclometers and Odometers for one year against imperfections in materials or workmanship. Complete descriptive catalogue sent on request.

### The Veeder Manufacturing Co.

Hartford, Conn.

C. H. VEEDER, President D. J. Post, Treasurer. H. W. LESTER, Secretary



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## OFFICIAL BULLETIN

## AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

#### ADVERTISING RATES

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#### NATIONAL ASSEMBLY L. A. W. 1921

The National Assembly meeting for 1921 was held on Sept. 2d at the Club House of the Long Island Automobile Club at Brooklyn, N. Y.

A dinner served at the Club House preceded the business meeting. Members of the Assembly present were:—President Wm. M. Frisbie, Chas. J. Obermayer, Milo M. Belding, Prof. W. W. Share. James M. McGinley, all of New York; Secretary-Treasurer Abbot Bassett and John Rush Green of Mass.; Wm. H. Hale and A. G. Fisher of Conn.; Elmer G. Whitney of N. H.; and E. O. Chase of New Jersey. Eleven members in all.

Other than members of the Assembly were: E. O. Winterowd, Geo. C. Dresser, A. R. Jacobson, H. W. Ott, of New York; A. M. Scheffey of New Jersey; Lee D. Whitney of N. H.; Fred J. Stark of Mass.; and Samuel Frisbie Johnston of New York. Thomas Condon, President of the L. I. Automobile Club was an honored guest at the table. Nine in all.

Those present were decorated by President with a badge printed on silk of the League color and telling of the nature of the gathering.

After the dinner the business of the meeting was taken up.

The report of the Secretary-Treasurer Abbot Bassett was first in order.

Report of the Secretary-Treasurer.—The L. A. W. has now completed its forty-first year of existence and the Secretary-Treasurer counts 34 years of service in office. The League and its Secretary are enjoying a peaceful old age in the contemplation of what has been done in the years that have gone by. Not so full of energy as in the past but able to be about and make for usefulness when

opportunity presents itself. The loyalty and patriotism held by those who have been with us for many long years is extremely gratifying, and it is a great satisfaction for us to know that of all the enterprises we have engaged in and carried out we may now see enjoyed by the people at large.

We may now claim that we set on foot the movement for improved highways in every one of the United States.

We conquered the "road hog" and secured our just rights on the road.

We made racing on the bicycle a clean and strictly amateur sport.

We encouraged touring for long distances and for lesser routes.

We have been responsible for bicycle clubs that have promoted sociability that still exists among veterans that no longer ride.

Coming back.—The daily papers all over the country are crying out, "The Bicycle is coming back." Perhaps yes and Perhaps no. The auto drove the bicycle from the roads and the auto today takes more and more room on the road than ever before. The makers are putting forth more bicycles than ever before but the great bulk of these are used for utilitarian purposes. It would be a good thing if the bicycle could come back as it came in the late 1870s. Then there came into being bicycle clubs, bicycle club houses, bicycle races, bicycle tours, bicycle club runs, etc., etc. In certain centres there are cycling clubs that are enjoying the wheel, but there are as many veteran associations, made up of oldtimers who no longer ride, as there are active clubs. There are no longer bicycle club houses that cost many thousand dollars, no costly race tracks, no club uniforms and no club badges. The bicycle has now established itself as a business necessity like unto the Doctor's buggy. We may now see many bicycles in every day clothes but not often again in a dress suit. "'Tis true 'tis pity, pity 'tis 'tis true."

We have on our list nearly one thousand members. The ten largest States number members as follows: New York, 210; Penn., 157; Mass., 149; N. J., 55; Conn., 52; Ill., 40; R. I., 37; Wis., 28; Calif., 27; Ohio,24. Other States show numbers as follows: Mo., 22; N. H., 14; Mich., 12; Md., 11; Iowa, 7; Colo., Fla., Ky., Me., 6; D. C., 5; Ind. and Kan., 4; Idaho, 3; Ore., Texas, Wash., W. Va., England, 2 each; Del., No. Car., Utah, Va., Vt., Wyo., Cuba. Phil. Ids., Canada, Hawaii, 1 each. Total 902. Of the above 284 are life members.

Necrology.-Not many have left us by death in the year that has

past. George Sullivan Sweet, born in Boston in 1854; died in New York City on Dec. 5, 1920. A singer in concert of great ability. Joined the L. A. W. in 1894. C. Lee Abell of Buffalo, N. Y. A life member of the L A. W. Held many official positions in the N Y. Division. Chas. F. Vail of Peoria. Ill. He joined the L. A. W. in 1881. Was a dealer in bicycles. James L. Eaton of Helena, Mont. Died in Feb. 1921. Aged 71 years. Wm. H. Gove of Salem, Mass. Ioined in 1889. Was President of the Lydia E. Pinkham Co. W. C. Reichenbach of Topeka, Kan. Paymaster of the Santa Fe R. R. for 40 years, was sure to be present at every meeting of the L. A. W. and was universally liked. A. G. Batchelder killed in the wreck of the airplane at Indian Head, Maryland on the evening of May 28. Joined the L. A. W. in March 1888. He was a member of the executive board of the Automobile Association. Chas. M. Fairchild. A long time member and worker for the L. A. W. Long a resident of Chicago. Joined the L. A. W. in 1886.

Our income has come to us from 500 Renewals and 42 Applications, \$542. Subscriptions to Bulletin Fund \$300. In all \$842. Have paid out—Rent \$78.00; Printing and stationery \$37.80; Postage \$33.00; Salary of Secretary \$135.50. Bulletin Fund \$462.72. Cash in hand \$43.34.

As we said in the beginning this is our forty-first annual Meet. For many years we have had no general Meet of the membership but have called together the officials of our organization to select our incoming officers and wind up the machinery for another year One of our late Meets resembles another as one brilliant starillumined night is much like others that we have known, and yet we look at the star-bedecked heavens and say, over and over again. this is the grandest sight we have seen. These annual gatherings are now little more than social occasions and the small amount of business that comes up is quickly disposed of, and we give our pleasure full bent, altogether relieved from the distressing complications of League poitics. Here we give birth to, rekindle and perpetuate that grand camaraderie which is the corner stone of an organization. It is, and should be, our most cherished possession. Good fellowship, friendship, mutual esteem and the desire to promote happiness universally prevail. Every moment is jewelled with a joy, and we go home carrying a deep debt of social obligation to our generous hosts.

The report was accepted.

James M. McGinley reported for the Committee that was appointed to bring about the exclusive use of the Coney Island Cycle

Path for bicycles and the exclusion of autos and motorcycles therefrom. The successful issue of this step has been decidedly beneficial to riders of the wheel, and a vote of thanks was offered to Commissioner Harriman for his interest and work in the matter.

The election of officers was next taken up.

Whole number of votes cast-28.

For President-Wm. M. Frisbie, 28.

For Vice President—Thomas H. Hall, 28.

A unanimous election for both candidates.

A discussion followed regarding the future mission and work of the L. A. W. Several suggestions were made and as many objections as there were suggestions were brought forward. No decision was arrived at.

Then came an exhibition of lantern-slide pictures on the screen by Prof. W. W. Share and Wm. H. Hale. Included in the series were pictures taken at the various tours and outings of the members and a series of views showing the development of the bicycle from boneshaker days to its present perfection. The exhibition was decidedly interesting.

#### AUTOMOBILE TOUR OF THE L. A. W.

As a pleasant conclusion of the annual meeting of the L. A. W. an automobile trip was arranged to cover a goodly portion of the fine roads of Long Island to and from Sag Harbor. Two autos carried the party. The tour was a grand success although it was not largely attended. The boys christened it a New England tour because of the fact that all but one of the participants were from New England. The first auto held Wm. M. Frisbie, New York; Abbot Bassett, Mass.; W. H. Hale and A. G. Fisher, Conn. The second car was one that toured to New York from New Hampshire. It contained Elmer G. Whitney and his son, Lee D. Whitney of Dover, N. H.; J. Rush Green and Fred J. Stark of Mass.

The party started from the Long Island Automobile Club House at 10 A. M. on Saturday, passing along the South Shore of Long Island and taking in the towns of Jamaica, Rockville Center, Amityville, Babylon, Bay Shore, Islip, Sayville and Patchogue, there turning north and crossing to the North Shore at Port Jefferson.

On the sands of Bay Shore a picnic lunch was taken while the party watched the yachts and power boats scooting over the waters of Great South Bay. Plenty of good things to eat and a lot of non-

prohibited things to drink. Somewhere about four P. M. the party arrived at the Belle Terre Club Inn. There indeed was a restfue place. A large and well located club house in a wooded section of 1300 acres and giving place to many cottages. The club house stands on high ground while below is an inlet wherein many pleasure yachts were anchored. The boys were located on the upper floor with no one nigh to bother them nor to hear them snore at night. It was Saturday night and a ball was held. About the grounds were autos in great number that brought the dancing lovers to glide. Some of our boys engaged in the sport.

Sunday, Sept. 4.—The party left the Belle Terre (Good Ground) Club at about 9.30 A. M. for a run eastward through Wading River Riverhead, Good Ground, Southampton, Bridgehampton, to Easthampton, thence turning northward to Sag Harbor, then south to Bridgehampton and retracing the route to Good Ground, from there running along the South Shore through Quogue, the Moriches and Brookhaven to Patchogue, thence going north to Port Jefferson, The scribe was not sure of his whereabouts many times. There were quite a few detours and when a stranger is thrown into a detour he is apt to know very little of where he is or ought to be The picnic lunch at noon was at Sag Harbor in a shady place where the boys could look across the great big ocean, part way.

This eastern part of the very long island is by far the most attractive part. While the central part of the island is largely uncultivated and scarce of homes the eastern portion is the home of the rich men of New York and large estates with fine houses and fine gardens abound. Well kept hedges form the fences and along the streets the sidewalks are lined with catalpa trees and other beautiful shade trees are to be seen thereon. Old time windmills are seen on the grounds in many places, not for useful but for decorative purposes. The riders now turned their faces westward and once more the night was spent at the Belle Terre Inn. Here Chas J. Obermayer joined the party and finished the tour to the end.

Monday, Sept. 5, Labor Day.—The party left the Inn at about 9 A. M., going west along North Shore through St. James and Smithtown to South Huntington, thence north to Oyster Bay. Here the party paid a visit to the grave of Theodore Roosevelt. In a small enclosure surrounded by a very high iron fence lay entombed the body of our ex-President, and very many visitors besides the party were present to do homage to the great statesman. It was here that the party broke up. The New Hampshire auto went across

the Greenwich Ferry to shorten the way homeward. The rest went to Brooklyn.

It was in every way a delightful tour and should have had a large party, but it was a time when many were off on vacations or just through with them.

#### WHEEL ABOUT THE HUB

The thirty-second Wheel About the Hub, and the thirtieth promoted and carried out by the Boston Bicycle Club took place on Sept. 9 and 10. The start was made from Leland Square, Roxbury. The following wheelmen and automen made up the party:

Wheelmen—Capt. Walter G. Kendall, Theodore Rothe, Chas. F. Travis, James F. Higgins, Ora O. Davis, 5.

Automen—Rush Green, John J. Fecitt, Abbot Bassett, John J. Fecitt, Jr., A. G. Fisher of New Haven, Thomas H. Hall, H. H. Kelt, Quincy Kilby. J. E. McAfee, Andrew O. McGarrett, Chas. W. Reed, Fred J. Stark, Allen W. Swan, Joseph W. Swan, J. J. Laffe.

The Ladies' Hour at the Clam Bake.—Mr. and Mrs. Kennedy Clapp; Mr. and Mrs. Elmer G. Whitney, Lee D. Whitney and a younger brother; Mr. and Mrs. Arthur Hinchcliffe; Mr. and Mrs. Benjamin Hinchcliffe; Mrs. J. Rush Green, Mrs. J. E. McAfee, Mrs. A. O. McGarrett, Mr. and Mrs. Frank P. Sibley, Fred D. Irish, E. C. Britton, Geo. F. Steel, L. W. Hudson, Chas. Kendall.

The bugle sounds and the party wheels away. The first stop was at Pine Ridge Cemetery in Dedham. This is a cemetery where family pets can be interred and their memory preserved. Most of the pets in the cemetery are dogs, but cats, guinea pigs, rabbits and parrots are recorded also. The cemetery was planned carefully with attention to beauty as well as service, the aim being to make it a garden as well as a burial place. The grounds are laid out in winding paths shaded by cedar, oak and pine trees. Shrubs in abundance were planted and a bird sanctuary made where birds are encouraged to build their homes in trees, or use the numerous little bird houses placed there for them.

George Arliss of stage fame, so the story goes, had a beloved dog, Billy, who accompanied him to every performance. One night, while Arliss was playing in Springfield, Billy died. Arliss sent his manager to Boston with the body, and came on personally to arrange for the monument that now marks Billy's grave, and every time Arliss comes to Boston he visits league headquarters to talk about the dog he loved.

"He was all I had in the world," said an aged mourner as they placed the body of his little pet in a grave in the cemetery, "and he's been with me 16 years. He was the best friend and the only friend I had."

On the whole this stop at the cemetery gave the boys a sight well worth seeing and one that will be long remembered.

The next visit was at Cobb's where the party was received by Miss Gertrude, Miss Margery and Mrs. Murdock. The usual entry made at this hospitable place was put on the book. This book has in it a list of the visitors on every occasion of the W. A. T. H. since 1892. The next stop was in a grove on the border of Lake Massapoag. Joe Hendrie was already there with a table laden with deep apple pie, baked beans, roast beef, chicken salad, ice cream, etc., etc. It was like times of old to stand about the offering of the old-time caterer, and delight in his serving. Close by was a tent inhabited by several young maidens, and there was some good wholesome flirting with the old boys. Tom Hall sang for them and they in chorus sang for the wheelmen. It may easily be believed that they had something from Hendrie's table. A smoke, a nap, a loaf under the trees brought happiness to many.

Now off for Mansfield and its Tavern, to eat and to sleep. A stop was made at Tom Jones' home. Good old Tom was laid up with sickness but the boys favored him with a handshake and wished for him many happy days.

Dinner pleased the palates of all. After dinner there was some discussion and the following dinner committee was appointed:—Thomas Hall, Quincy Kilby and Kennedy Clapp.

The second day was fair and the party was happy. Every man looked forward with pleasure to the clam bake at Sibley's.

Joe Henrie was steamer of the clams and lobsters. The ladies took the glad hand of welcome and made this part of the outing decidedly happy. One poor wretch was on a diet and they fed him on bread and milk. Pleasant dreams are more to be desired than forbidden food. The silent toast was given and then it was home again.

On the whole this was a most pleasant affair. Everything was as it should be and perfect, and all were as happy as a clam at high water.

"One comes in bottles, the other in chests."

<sup>&</sup>quot;What's the difference between ammonia and pneumonia?"

#### MISTAKES CORRECTED

It's not the milkweed that supplies The milk used when you sup. You do not get your butter from The meadow buttercup. The candleberry you should not Expect a light to shed. The nightshade's not what you pull down When you would go to bed. Thimbles don't grow on thimbleweed, The hop vine does not hop. No blare comes from the trumpet flower, The poppies never pop. No shepherd's needed for your phlox, You cannot pick your pies From off the pie plant, sweet and ripe, As greenhorns may surmise. The bonny blue bells do not ring, Foxgloves aren't made of kid. On ladies' slippers such don't grow-My wife says would they did. The pussy willows do not yield A crop of kittens small: The crocus does not crow at morn-Oh dear, no! Not at all! On snakeroot snakes cannot be grown, Though well the ground be tilled-If snakes come from a plant at all It is from rye—distilled.

-G. H. W.

## HISTORIC DATES OF CYCLING (1886)

Sept. 3.—Fall meeting of the L. A. W. at Buffalo. Total membership reported, 9676, a gain of 50 per cent. in one year. Money in treasury \$1,757.60.

Sept. 8.—Races at Hartford. Hendee won A. C. V. championship in 2:38¾. W. A. Rowe won ten mile promateur race against W. A.

Rhodes in 30:57½. Three mile promateur tricycle in 9:30½. One mile amateur, A. B. Rich, 2:46½. Fred Wood, of England, won 3 mile professional race in 8:59½.

Sept. 14.—Springfield Races under the control of the A. C. V. Any championship race that was run in slower time than 3 minutes to the mile would be considered a loafing race and fines would be imposed.

Hendee, Rowe, Burnham, Rich, Gaskell, Woodside, Frazier, Neilson, Prince, Gaskell, Fred Wood, Kluge and other prominent riders in the field and many records broken.

Sept. 19.—Hendee rode a mile in 2:31.

Oct. 19.—Rowe made a mile in 2:29 4-5. This record stood till Sept. 15, 1890, when Willie Windle at Peoria made a mile record of 2:25 3-5. This latter stands as the best on record on the Ordinary Bicycle.

Oct. 14.—Second Ladies' Tricycle Tour to Cape Ann. 21 men and 15 ladies. The night at Willow Cottage, Magnolia. Second day around Cape Ann. 37½ miles to Magnolia. Run to Newburyport on third day.

Oct. 1, 1886.—Sterling Cycle Co. formed to build the tricycle made of Hickory Wood. Sterling Elliott, President; Abbot Bassett, Secretary.

Oct. 25.—Wm. A. Rowe made 22 miles, 150 yards in one hour at Springfield, Mass.

Those were great days for the bicycle. We shall never see their like again.

Chas. A. Emise.—Old-timers in the automobile business were grieved to learn of the death of Charles A. Emise, vice-president of the Chandler Motor Car Company of Cleveland, at his home in Englewood, N. J. Mr. Emise was one of the pioneers of the automotive industry. In his earlier days he was an enthusiastic bicyclist, and was actively interested in the League of American Wheelmen At that time he was connected with the Lozier Bicycle Company. Later on Mr. Emise was connected with the Lozier Motor Car Company and managed the Lozier racing teams during their most successful period. He also served as advertising and sales manager of this company, after which he was appointed vice-president of the Chandler Motor Company, of which he was one of the original incorporators.

A wheel with a rigid frame is the cyclist's firm friend.

35/

Simplicity

# Veeder Cyclometer for Bicycles

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Accuracy

Registers 9999.9 miles and repeats. Dust and waterproof. Figures large enough to be read from saddle. Frice \$2.00.

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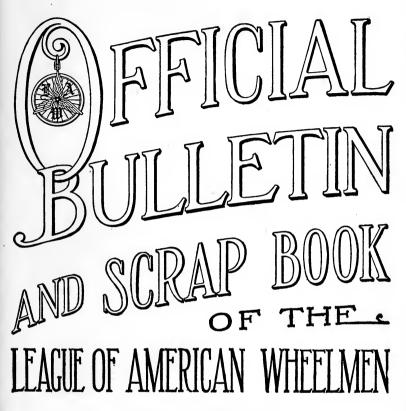
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Vol. 19. No. 11.

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'Twas the eve of Thanksgiving "and all through the house Not a creature was stirring, not even a mouse."

The big Turkey reposed on the broad pantry shelf,
So plump and so tender, a feast in himself,
While around him, arranged in the neatest of rows,
Were the Thanksgiving goodies which everyone knows.
As the tall clock struck midnight, the poor turkey sighed
And woke all the rest on the shelf long and wide.
In a wink all were talking as fast as they could,
While to see them so gay, would have done your heart good.

"I should never have thought," said the haughty Mince Pie To her friend, the Plum Pudding, "that you or that I, Should have for associates persons like these. Why, I'd sooner have thought that the moon was Green Cheese." Now the Tarts overheard this, and told Pumpkin Pie. And the gay fellow laughed till they thought he would die. While the nuts danced around as if senses they lacked, And the sour Cider told them they surely were "cracked." As the Cakes and the Cookies (they're cousins, you know) Were gossiping softly in whispers so low, A few Grapes clustered round and heard Seed Cookie say. "A strange thing the Celery told me today. Our old friend, Colonel Corn, popped the question, she said, To Miss Cranberry Jelly, who blushed rosy red, And then said that she liked him, but still had her fears That she'd never be quite reconciled to his ears."

How much more they'd have gossiped I really can't say,

For just then through the window the first beams of day On that queer noisy group quite too suddenly fell, And they all bade each other a hasty farewell.

"And what made you dream that," do I hear some one say? Why, I ate too much turkey on Thanksgiving Day.

A rural exchange tells of an old woman being "knocked unconscientious by a chauffeur, who then speeded away." We have our own opinion as to which was the unconscientious party.

The Hartford Wheel Club Outing.—The "Old Guard" of the Hartford Wheel Club, nearly seventy strong, left in automobiles for the annual reunion at the Nathan Hale Inn, East Haddam, on Saturday, Sept. 17 in a downpour of rain. It rained constantly all the afternoon and when it came time for the speech making following the dinner, which started at 8, the speakers had to cope with thunder and lightning—and finally as if the elements were bound to put a damper on the affair, the electric storm put the lighting system of the East Haddam district out of order. Total darkness, relieved only by a few candles, ensued for the rest of the night, but the "Old Guard" minded none of these inconveniences.

The club history was read, the speech making went on and the seventy veteran wheelmen of the eghties and early nineties, the second largest number that has gathered together since the first reunion in Saybrook in 1914, had a time that will give them something to think about until the next meeting a year hence. Probably the man who got the most out of the reunion was Edgar C. Fowler of Chicago, Ill. Mr. Fowler joined the club just thirty-two years ago and was one of the fastest road and track riders in the remarkable array of talent on the club's roll of that time. The talk of the evening was the speech that probably did more than anything else to make the reunion memorable-was made by Lucius H. Elmer. He spoke for fully one hour, mostly in a humorous vein, but often taking up serious matters in a manner that showed his keen appreciation of many of the big problems of the day. George C. Dresser of Brooklyn, N. Y., one of the club's first racing men, when it was organized in 1885, spoke very interestingly on present day activity in cycling. Mr. Dresser is a director in the Amateur Bicycle League, a national association that controls racing in the United States.

Among those whom the gathering were pleased to hear were Joseph Goodman, the real father of racing activities in Hartford; James J. Grace, Howard Bidwell, Henry H. Chapman, George W. Ripley, Wilfred H. Dresser, Hamilton W. Jones, Osmond C. Johnson, Theodore W. Laiman, who had a fund of jolly reminiscences of the old days, Fred Reid, Howard Wilcox and Clifton L. Sherman. Harry K. Lee, the retiring president, presented the club with a fine banner which was much appreciated, and Michael O'Keefe and Ben Parker kept the evening lively with music and song.

Much regret was expressed over the absence of Edwin Aishberg than whom no more popular or loyal member of the "Old Guard" exists. A vote of thanks was extended to Frederick W. Turner for the splendid service rendered to the club at the Nathan Hale Inn. The hotel is a model affair in every way, delightfully situated on the bank of the river in one of its most picturesque spots.

The reunion, which broke up Sunday afternoon, was one of the most enjoyable ever held and it was hard for the old friends to break away.

Letters of regret were received from Governor Everett J. Lake, Abbot Bassett, Howard H. Smith, Edward A. DeBlois, William M. Francis, and others.

Officers were elected as follows:

President-Everett C. Willson.

First Vice President-Theodore W. Laiman.

Second Vice President-William H. Talcott.

Third Vice President-Henry H. Chapman.

Secretary and Treasurer-James H. Lucas.

Board of Governors—James J. Grace, Joseph Goodman, Lucius H. Elmer, Harry K. Lee, William A. Harding, John E. Leitz, John Sill, Ludwig Forster, Edwin Aishberg, Fred T. Reid, Arthur B. Smith, Leon P. Broadhurst, John H. Ostrander, Wilfred H. Dresser, Louis S. Main, Harry Starkie and Fred N. Tilton.

Optimism—A cheerful frame of mind that enables a tea kettle to sing though in hot water up to its nose.

The Shelburne Mountain Road.—Another scenic motor and bicycle way is now opened to the tourist in Western Massachusetts.

The Shelburne Mountain road is important in many ways. Besides the magnificent views which it affords of the Connecticut valley and of the country to the north toward Brattleboro, Vermont,

this piece of road removes the last serious obstacle to comfortable travel between Boston and North Adams over the route along the northern boundary of Massachusetts, which includes the Mohawk trail.

This new highway constitutes an extension of the Mohawk trail from the town of Shelburne into Greenfield, and entirely eliminates the old steep, dangerous road down Shelburne mountain, with its many sharp curves and a grade most of the way of more than 12 per cent.

With the opening of the Shelburne Mountain road and the construction of a stretch of highway from its westerly end to Shelburne Falls, which is to be undertaken next spring, there will be practically a continuous State highway of hard bituminous or concrete surface all the way from Boston to the westerly boundary of the Commonwealth and it will not contain a grade that is more severe than the 7 per cent maximum on the Mohawk Trail. The Shelburne Mountain road has a grade of only 6 per cent and it eliminates the 12 per cent grades on the old road over the mountain. The new road has been two years in the making and, when all the bills are paid, will cost the State close to \$315,000. The road is of concrete, eighteen feet wide and from twenty-one to twenty-four feet on the turns, which are banked. The entire road is 5.134 miles in length, which is 1.5 longer than the old road.

The ceremonies at Greenfield, Mass., in connection with the official opening of the road on Oct. 12 were participated in by a goodly number of wheelmen and motorists.

Former Governor Samuel W. McCall, Congressman Allen Treadway and Highway Commissioner Frank D. Kemp, James W. Synan of the State Department of Public Works, John Sauter, chairman of the Board of Selectmen and Joseph W. Stevens, chairman of the Greenfield Chamber of Commerce were among the speakers. It has been decided that no billboards shall be erected at the sides of the Trail.

Boob—Most things that are bought go to the buyer. Simp—Yeah, all except coal, and that goes to the cellar.

Informal Century.—On Sunday, October 9th, an informal Century was run by ten members of the C. R. C. A. preliminary to our Fall Century to be run on Sunday, October 23rd. The time made on the Century above referred to I think you will agree is quite unusual considering the number of participants all of which kept

together during the entire run. We left Brooklyn at 8.35 A. M arriving at East Islip, 50 miles at 11.30 A. M., 45 mins, elapsed time, Net time 2 Hrs. 10 min. or a little over 23 miles per hour. We were favored with the wind most of the way which materially assisted in making such time. The return trip was made in 5 Hrs. 53 min, elapsed time 2 Hrs. Net time 3 Hrs. 53 min, against a strong wind. Time for the Century, 8 Hrs. 48 min., elapsed time 2 Hrs. 45 min. and Net time 6 Hrs. 3 min. or nearly 17 miles per hour. Those in party were Norbert Apat, 84; George Dresser, 74; Frank Bloedel, 84: H. Abrams, 84: W. Newbold, 77: Sam Cohen, 77; Steve Perry, 77; John Rahmsdorf, 77; A. Krieger, 88 and Willard Knecht, 92. Numbers shown after names indicate gears used. Pacemakers were Messrs, Apat, Dresser, Perry, Bloedel, Knecht and Cohen who alternated with the pace in both directions riding -Geo. C. Dresser. two abreast.

#### WHEN PEGGY RIDES THE WHEEL

With head erect and downcast eyes,
She glides along the street;
There is no girl in all the town
Who seems to me so sweet.
Far down the road she loves so well
My tender glances steal;
The world seems bright, my heart is light,
When Peggy rides the wheel.

The pedals turn with lightning speed;
She looks demurely meek;
The rose she wears upon her coat
Seems pale beside her cheek.
Oh, if I did but know her well,
I at her shrine would kneel!
I look above and think of love,
When Peggy rides the wheel.

How most divinely fair she is
Within that suit of gray;
I'm even jealous of the winds
That with her tresses play.
I've reached my three score years and ten,
And signs of age reveal,
But, all the same, I'm young again
When Peggy rides the wheel.

Prize Letter by Robert Bruce.—He wrote it and here it is. It won for him a prize of \$15. Robert lives in Clinton, N. Y. and is one of the popular members of the L. A. W.

Looking back upon more than thirty years' practically continuous use of the bicycle, its service to the average man or woman seems to have been retained unimpaired; or, if anything, increased, despite the growth meanwhile of power-driven vehicles on both four and two wheels. During that period it has served for me the wide range between a mount for middle-distance touring, a more or less regular means of transport between home and office; and now when I have somewhat passed middle life, I find it a comfortable, ever-ready, relatively quick and always inexpensive reliance for getting about the radius to which the average individual is restricted. I seem to have used it in every way except for racing.

For at least eight months out of the twelve it stands just outside the doorway on the wide porch to my home, in a village of central New York State where everyone still continues to go to the Post Office for mail, through which my little business is exclusively done. In this way a letter is often answered while it would still be in the letter carrier's package if I were living in the city less than ten miles away. Ordinarily it takes three round trips a day over this half-mile circuit, carrying in addition to considerable letter and package mail, light groceries and other things used in the average household.

Usually two or three special trips are made during the day, mostly to and from the village or college library—always more quickly than walking; and I am ordinarily on my way before an automobile could be brought from the garage and started, or even a chauffeur (if I had one) summoned by 'phone. Returning, the bicycle is simply lifted back to its usual place in front of the house, instead of being taken to the rear, saving time on both ends of the trip.

To some extent it still serves as a mount for recreation, though with most of us old-timers that feature has been gradually receding into the background. Twenty-five years ago nearly all roads were poor; but now they are broadly divided into good and poor. The former have been over-run by the power-driven vehicles, and the bicycle uses them at least to considerable disadvantage. The unimproved roads (probably better on an average than when the pioneer tourists had so much pleasure in going over them), are still comparatively safe and quiet, and often traverse the most interesting localities. We old-timers have learned to see more with-

out going so far; and the comparatively small amount of riding necessary to reach places where genuine recreation may be had is well worth the effort involved.

I still continue my membership in the League of American Wheelmen. One of the pleasures of bicycling is the sense of freedom from liability which is ever present with more rapid and complicated modes of travel, as rising insurance rates on automobiles amply prove. Far from being a "poor man's mount," as some have pretended to believe, I claim it to be the sensible man's or women's every-day reliance, meeting the supreme test of giving the most for the least.

Amos G. Batchelder.—The late Amos G. Batchelder, former executive chairman of the American Automobile Association, who was killed in an aeroplane accident on May 28 near Washington, was buried at Attica, New York, the place of his birth on Sept. 30th. He was carried over the new Batchelder Highway to Attica, where funeral services were held in the Masonic Temple.

## HISTORIC DATES OF CYCLING (1887)

Jan. 1—N. M. Beckwith, President; E. M. Aaron, Secretary-Editor. Trouble in the L. A. W. Eugene M. Aaron resigns as Secretary and Editor. Regular meeting of the Board of Officers called for Jan. 17th at Grand Union Hotel, N. Y. City. An unusual early date. The most exciting meeting in L. A. W. history. Abbot Bassett elected Secretary-Treasurer over John A. Wells of Phila., Pa., 85 to 51. Mr. Bassett took the midnight train for Phila. on the 18th and took possession of the Secretary's office.

The amateur rule was amended to read that a man is not an amateur under the amateur rule and fails to state just what he is. Negative rather than positive.

Voted that the annual Meet shall take place at St. Louis on May 20th and 21st.

A ladies' column voted for the Bulletin and "Daisie," was chosen to edit it. Having made a decided success in the "Cycle" she was made welcome to the Bulletin.

And so the "Cycle" of Boston was discontinued and Mr. Bassett sat in the editorial chair of the L. A. W. Bulletin at Phila. until the middle of March when the Bulletin office was moved to Boston.

The first lot of life members taken in by the L. A. W.

Jan. 28—Secretary Bassett issues the first number of the Bulletin under his management.

Jan. 28—Henry E. Ducker of Springfield, Mass., announces that he is through with cycling. This after several years of race tournaments that never saw an equal success either before or after the above date. That was many years ago and yet the present Secretary of the L. A. W. wears a solid gold watch chain which came to him from the Springfield Club for what he did as referee of the big tournaments.

Jan. 18—Thomas Stevens arrives in San Francisco on his trip around the world. Remains in San Francisco until Jan. 23. Was entertained by the wheelmen of the Pacific Coast in the way of dinners and in many other ways.

Jan. 17—John S. Prince rides a bicycle at Omaha 767 miles in 48 hours, on in-door track.

February 11—Full stenographic report of the turbulent meeting of Board of Officers on Jan. 17th at New York. 13 pages of small type.

Feb. 11—Wheel Board of Trade organized in Boston. Officers elected:—President, Wm. Read; Secretary, H. D. Corey. Members. Pope Manf. Co.; Overman Wheel Co.; W. B. Everett & Co.; A. G. Spaulding & Sons; Stoddard Lovering & Co.; Coventry Machinists Co.; Wm. Read & Sons. To prevent imposition at the hands of agents; to fix prices on machines and extras.

Feb. 10—Browning, King Co. of New York put on sale the new L. A. W. uniform. Suit \$15.50. Cloth \$2 per yard.

Feb. 11—Alfred A. McCurdy on a Star bicycle made a record of 305 miles in 24 hours over the Boston Bicycle Club's 50 mile course.

Feb. 13—Thomas Stevens arrives in New York City and was met by members of the Citizens Bicycle Club. The bicycle on which he rodé was on exhibition.

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Dixie Highway.—Illinois is the first of the states to completely pave its apportionment of the Dixie Highway. The stretch from Chicago to Danville has just been opened to the public. Most of it is concrete, but there are portions that are paved with brick. The opening of this important link was made the occasion for a "good road" demonstration at the "pageant of progress" celebration in Chicago. There was a parade of 1000 automobiles headed by one in which rode a young woman representing "Miss Dixie." She was greeted at the municipal pier by the queen of the city pageant, as were also two little girls who symbolized the junction of the Great

Lakes region and the Southern states through the medium of the highway.

Women Awheel.—Bicycling, always more popular among adults in England than in this country has been adopted more and more by women since the war. Feminine lovers of the outdoors generally are accepting this mode of travel in week-end sightseeing journeys. At a recent parade in London more than a thousand women on wheels were in line.

#### NEW MEMBERS

The following new members of the L. A. W. have been enrolled. 981—B. Hinchcliffe, Boston, Mass.

982-Joseph S. Caldwell, Brooklyn, N. Y.

983-Aaron Fischer, Brooklyn, N. Y.

984-Joseph Newmark, Brooklyn, N. Y.

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Statement of the Ownership, management, circulation, etc., required by an Act of Congress of August 24, 1912, of Official Bulletin and Scrap Book of the L. A. W., published monthly at Newtonville, Mass., for Oct. 1, 1921.

State of Mass., County of Middlesex.

Before me, a Notary Public in and for the State and County aforesaid, personally appeared Abbot Bassett, who, having been duly sworn, according to law, deposes and says that he is the owner of the Official Bulletin and Scrap Book of the L. A. W. and that the following is to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in secton 443 Postal Laws and Regulations, printed on the reverse of this form, to wit:—That the names and addresses of the publisher, editor, managing editor and business manager are:—Editor, Abbot Bassett; Managing Editor, Abbot Bassett; Business Manager, Abbot Bassett; Publisher, L. A. W. Publishing Co.; Owner, Abbot Bassett. Not incorporated. No bondholders, mortgagees, or stockholders.

Signed, Abbot Bassett, editor and owner.

Sworn to and subscribed before me this first day of October, 1921.

John E. Frost, Notary Public.

My commission expires July 26, 1927.

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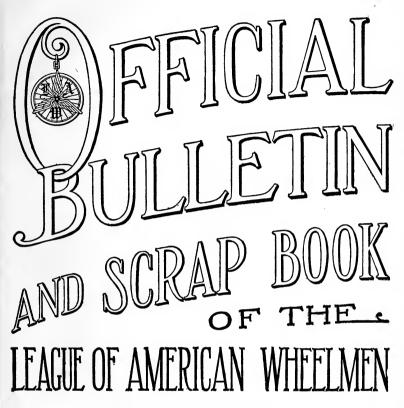
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C. H. VEEDER, President D. J. Post, Treasurer. H. W. LESTER, Secretary



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372

## OFFICIAL BULLETIN

### AND SCRAP BOOK OF THE LEAGUE OF AMERICAN WHEELMEN

ABBOT BASSETT - - EDITOR

105 Central Avenue, Newtonville, Mass.

#### ADVERTISING RATES

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#### A QUEER CHRISTMAS TREE

The funniest sight I ever did see Was at the Inanimate's Christmas-tree. When Santa Claus said: "Now it's Christmas Eve. And whatever you want each of you shall receive." A polite window stepped up first, saying: "I think I'd like a new sash-either light blue or pink." A bright little needle came next, and said: "Sir. A single eve-glass is the gift I prefer." Then a ten-penny nail, who was old but not big. Said: "Please for my bald head I'd like a brown wig." A chair, guite inclined to be vain of her charms. Asked for some bracelets to wear on her arms. A pedestal clock, who looked rather pale. Said: "I'd like a pair of kid gloves and a veil." A gay sofa-pillow just tossed her curled hair, And hoped a jeweled hair-pin would fall to her share. The vardstick declared: "I could easily use Exactly a pair and a half of new shoes." While a rusty old stove ill-naturedly laughed, Saying: "I'll buy my own gift; just give me a draft." The bureau, who loved to play with his toys, Said he thought a new top would add to his joys. While a half-open door said stiffly: "I am Desirous of naught save a jar for my jamb." Then Santa Claus chuckled, the merry old elf, And he said:"My dear door, you're ajar yourself!" -Carolyn Wells.

The Christmas time is here at last, now wheelmen all be pleasant and mourn not for the Christmas past, but buy the Christmas present.

Some things about the holidays are quite unfair to madam, for instance there's a Christmas Eve, but where's the Christmas Adam?

"Strike for your altars and your fires." Sure enough, poor old householder—it's about time for you to strike for your domestic altar and your furnace fire.

Old Christmas is come to keep open house, And scorn to be guilty of starving a mouse; Then come, boys, and welcome, for diet the chief, There's plum pudding, roast goose, minced pies and roast beef.

Then let us be merry and taste the good cheer, And remember old Christmas but comes once a year.

-Old Christmas Carol.

Pennsylvania has, after many months, outnumbered Massachusetts. The bicycle boys of Philadelphia have been recruiting for members of the L. A. W. and the state now stands number two on our books. W. L. Lockwood, C. H. C. Cunningham and Marriott C. Morris have constituted the Booster team and have worked earnestly and to good purpose.

Several years ago there was a prominent member of the L. A. W. located in New York City, Knight L. Clapp was a well known and universally liked member, and after a while he disappeared. Our good friend and member, Chas. K. Alley, of California, has discovered him at Salt Lake City in the editorial chair of the leading newspaper of that city.

Veterans of Philadelphia.—An entrancing snappy October day greeted the run of the Veteran Wheelmen of Philadelphia to Wm Penn Hotel, 21 miles north of Philadelphia, on October 23, 1921. 15 riders on bicycles met at Valley Green on the Wissahickon Creek and rode through brilliant foliage and falling leaves mostly over a new cement road to the hotel where they were met by 15 auto loads of those who have perforce renounced the wheel, it is hoped only temporarily. Those who with happy hearts pedalled

easily along were Wm. L. Lockhart, Captain, August C. Franck, John Cornell, C. H C. Cunningham, Arthur C. Vickery, C. B. Sooy, August Dietrich, John M. Thistle, Louis Knauth, Marriott C. Morris, Samuel E. Groff, Maurice E. Penny, Sydney Massman, L. H. Campbell, and W. Scott Guthrie.

62 men sat down to a good chicken dinner arranged for by the officers of the Veteran Wheelmen's Association. Messrs. J. Rhea Craig, President, Samuel C. Eaton, Secretary, and James Artman, Treasurer. Speeches were made by William R. Tucker, Secretary of the Philadelphia Board of Trade and Russian Consul for Philadelphia. Mr. Tucker recalled that he was the first man to ride a bicycle (a high wheel) in Fairmount Park, Philadelphia where bicycles had been prohibited. He was also the first Presdent of the Associated Cycling Clubs of Philadelphia. J. Rhea Craig as toastmaster then called on Thomas Hare, the first President of the Veteran Wheelmen of Philadelphia, who made an excellent speech. Marriott C. Morris, and C. A. Dimon also spoke. William L. Lockart called attention to the fact that three members of the Boston Bicycle Club were present, namely, himself, Marriott C. Morris, and Dr. Clarence Wright. Before parting to return home. six old members of the L. A. W. were easily persuaded to renew their membership.

The Veteran Wheelmen have heretofore contented themselves with an annual banquet and renewal of old acquaintances once each winter, but this trip arranged by the Executive Board along the lines of an old Sunday outing was voted a success by all present. While the membership consists of only a very small number of those formerly interested in the sport at its height, it includes a very large proportion of those who were actively engaged in club life, racing and the work of the League of American Wheelmen.

A Modern Plant in Miniature.—The Veeder Manufacturing Co. of Hartford, Conn. had an exhibit at the Textile Exposition held in Boston from Oct. 31 to Nov. 5. Every wheelman must know the Veeder Cyclometer and the Odometer. And now comes a counter for the wheels of machinery which is a descendant of the bicycle cyclometer. It was an exhibit that attracted much attention. In the Veeder booth was an entire model machine shop in operation. It was complete in every detail. At one end of the model is shown the power house, with boiler, automatic fuel conveyor, whistle, chimney, water tank on the roof, etc. In front is a miniature gasoline filling station with a motor truck standing beside a

loading platform. In the rear is a row of freight cars. Then there is a conveyor for handling packing cases between the loading platform and the shipping room. Next comes the main shop in which there are a loom, an electric welding machine, a punch press, an automatic lathe and several plain lathes, a multiple drill, a coil winder and other marvelous machines, all in miniature and all true to the last detail. In one corner an elevator travels up and down, there is a desk, a telephone, electric lights in the ceiling and every appointment of a modern plant. And on every machine that can take one there is a Veeder counter in operation.

On another table in the booth was an intricate set of machinery which showed various types of counters in action. The Veeder company does not stand still but is always ready to do the counting for revolving wheels.

#### CHRISTMAS TREE FRUIT

#### a la Kipling

Thus spake the Sage at Christmas time—his words were full of heat:

"The only thing I like to get in my stockings is my feet."

When earth's last present is given, when the gifts are bundled and tied

And we've paid the charge to express them wherever the folks abide,

We shall rest—and, faith, we shall need it; lie down till we gather strength,

For we know that our Christmas presents are coming to us at length.

We know that for every trinket that we in despair have bought That somebody else over our gift in worry has thought and thought:

That slippers and smoking jackets, and razors and guns and knives

And holiday sets of Shakespeare have shortened some other lives.

Thus spake the Sage at Christmas time: "Ah, many men have joked

About the box of gift cigars—such men as never smoked."

And many shall say they are happy—they shall sit in a Morris chair

And puff at a Flor de Rubber with a merry and grateful air; And each of us rather slyly his flattened out purse shall touch And look at his Christmas present, and mutter: "I spent too much."

Perhaps when the years have swiftly away to the future flown, Then no one shall give a present, but each one shall buy his own— Then each one shall hang his stocking aloft on his separate star And pick out the Thing he chooses—and puff at his own cigar.

Thus spake the Sage: "At your distress 'tis not for me to scoff; If you don't like what fills your hose then have your legs cut off."

A Bicycle Coming Back.—An ominous tension brooded over the Professor's household. Fitful lightning flashed from Isolde's eyes. Any necessary communication between her and Edward was conducted on her part in monosyllables. The Professor, who loves peace, was distressed.

"Please let us reopen this question, my precious," he pleaded. "I am suffering. I am losing my appetite. Mine is not a nature that can endure strife. Give me harmony or give me death."

"Humph!" said Isolde unfeelingly.

"If I were guilty of anything worse than an error of judgment," continued the Professor, "I would hasten to acknowledge it. If I had forgotten your birthday, for instance, I would confess with contrition that you had just cause for displeasure. But I not only didn't forget it, I actually provided for it months in advance by saving money for your present, very secretly."

"Secretly!" sniffed Isolde scornfully. "As if I didn't know you were saving money for my birthday present. As if I hadn't put the idea in your head months ago without your knowing it! As if I hadn't helped you by scrimping and saving with the household expenses so that you'd have as much money as possible for my present!"

"Is it possible?" cried the Professor.

"As if I hadn't dragged you to furriers' windows time after time," continued Isolde warmly, "and pointed out the very kind of sable neckpiece that I was hoping you would buy for me."

## She Had "Suggested" a Bike

"Bless my soul! Was that your idea? But you didn't say so,

my adored," cried the unhappy Professor. "You merely admired and commented on certain things in the shop windows as you always do, and I never connected the matter with your birthday, my love. In fact, at those very moments I was probably hugging myself with glee over my brilliant inspiraton, as I considered it, and the mental picture of your joy at receiving a present of a bicycle."

"What on earth, Edward," inquired Isolde with forced calmness, "suggested to your mind, even at its most wandering moments, that I would be overjoyed at becoming the possessor of a bicycle?"

"Why, you suggested it yourself, my adored," replied the Professor, "by your remark that bicycles seemed to be coming in again, for on several occasions you had seen nice looking girls wheeling along the suburban roads and looking very smart, you said. And when I dilated on the health giving joys of bicycling as we knew it in our courting days—"

"Hush!" said Isolde nervously. "For heaven's sake, Edward, never let anybody know that I was mature enough to ride a bicycle in the days of the bicycle craze."

"I should think you'd be proud of those 'century runs' you used to make," chuckled the Professor.

"Don't remind me of them," pleaded Isolde. "You make me feel like a grandmother."

"How dashing you were in your knickerbockers and gauntlets and saucy little cap," cried the Professor enthusiastically. "How your eyes used to shine as you bent over the handlebars of your high geared diamond frame and sent it shooting over the ground. It was all I could do to keep up with you. By jove, you must have had muscles in your calves those days.".

"Edward, I refuse to listen to such language," cried Isolde with a deep blush. "It is simply indelicate."

### Bicycle to Redeem Auto "Set"

"To any healthy mind there's nothing indelicate in calves," responded the Professor, "and I've noticed lately, my treasure, that yours are beginning to show the need of exercise."

"Edward, I will not be insulted," exclaimed the Professor's wife with dignity. "Another word from you on the subject of limbs and I will go home to mamma."

"Speaking of limbs," said the Professor imperturbably — he knew that Isolde wouldn't dream of going home to her mamma, with whom she was at daggers drawn — "this generation of automobile riders is in grave danger of losing the use of its legs.

The best safeguard against that misfortune would be a return of the popularity of the bicycle. I, myself, have never lost my affection for that admirable little steed of tube, wire, leather and cork, whereby the power of a man's own muscles is magically transformed into speed, and I hope to ride a bicycle to the end of my days. I was looking forward to your companionship, which would double the joys of the open road, but if you spurn my gift—"

"Well, I'll see what kind of a bicycle costume I can design," mused Isolde.

—N. Y. Sun.

When roads are mired with ice and snow,
And the air of morn is crisp with rime;
When the holly hangs by the mistletoe,
And bells ring in the Christmas time:—
It's Saddle, my Heart, and ride away,
To the sweet-faced girl with the eyes of gray!
Who waits with a smile for the gifts you bring—
A man's strong love and a wedding-ring—
It's—Saddle, my Heart, and ride!

Mayor Fred Atwater, at one time President of the L. A. W., has been elected Mayor of Bridgeport, Conn. We congratulate Bridgeport. The newly elected Mayor won the largest plurality ever received by a candidate for Mayor in Bridgeport, and probably the largest vote ever cast for a cycling candidate.

The Dirt Road is Passing.—It is no longer in good repute. Time has become too valuable for its periods of softness to be tolerated. Naturally it was abolished first in the cities, where quick transportation first became necessary. Now it is being abandoned in the country not only because the farmers have learned the usefulness of the automobile, but because they can no longer afford to be shut off from town markets during winter. Hundreds of thousands of miles of pike have brought the farmers living on them more money than the pikes cost. Farm mortgages have largely passed out of existence in well piked counties.

Now no country neighborhood can afford to live on dirt roads because the traffic shuns them. Where the truck and the motor can cannot go, farm products must be sold when they are lowest. A surface on his road enables the farmer to market his stuff when prices are up; and realizing it, the farmer has become an advocate of good roads.

Winter is Coming.—Sociability is one of the inherent qualities of the true cyclist. A nature that loves to see and enjoy and to share that enjoyment with congenial minds, derives the greatest pleasure from trips awheel.

Fraternal fellowship is the tie that binds the many members of the League in a great far reaching brotherhood. This being true, it is not strange, with the coming of winter's inclement weather, when cycling loses some of the joy that belongs to it during the summer season, that those who have shared in the delights of many outings should desire to be socially united during the winter months. Hence the success of the many bicycle clubs, in which the social features are usually so marked as to make them congenial centres of entertainment.

Numbered Roads.—The Irish Cyclist objects to numbered roads as per the following:

"The trouble with numbered roads comes when side roads are dealt with. If they all get numbers, then one wants a big reference book to trace them. Officials love playing with figures as a mode of simplifying reference, but experience shows that if the figures become too numerous they only lead to confusion. If the army plan of numbering individuals were adopted in general life, and a man was known as 000123456 instead of Jones, we should have a miserable time of it. So, too, if the little road from Ballyhack to Kilmore becomes 1706, one must have an index to find out the number to which this refers, and the time one may take in turning over the pages might exceed the time it would take to travel from Ballyhack to Kilmore, or in translating a Gaelic sign-post, or asking the way. We can have too much system."

The Cyclist is quite in the right. In Mass. State thoroughfares are indicated by painted rings around the telegraph poles. When one wants to go from Boston to Springfield he has to follow the rings of a certain color. Another route will show rings of another color. There are not many thoroughfares and the plan adopted is quite simple. Too many direction indicators become by much too much.

The Roads Records Association, the body that governs speed events on the highways in England, has again declined to recognize records made on Sundays. The advocates of such recognition were even more severely repulsed than when they proposed it a year ago. In consequence, it is now proposed that the Sunday

143

racing clubs should form a new body of their own to check and adjudicate on Sunday records. It is urged that they are more numerous, contain more racing talent, and can muster more members than the anti-Sunday party, and are, therefore, sufficiently powerful to run their own organization. It will be interesting to watch the progress of the "split."

### SIGNS OF THE TIMES

The janitor smiles in the friendliest way
And asks if there's anything else he can do;
The postman was pleasant when he came to-day—
He said: "I am glad when I have mail for you."
The cook says she doesn't want afternoons out,
And "What are your favorite dishes?" she'll say.
It's hard to decide what they're thinking about—
But Christmas is something like three weeks away.

The boy with the papers comes early at last,
And tucks them securely against the front door;
The grocer's boy brings us our orders so fast
We cannot believe it was at him we swore;
The officer, too, who is watch of our street,
Assures us he's watching our house night and day
And never a burglar can work his beat—
Well, Christmas is something like three weeks away.

The office boy begs for some errands to run;
Old friends write us letters from places afar;
The waiter inquires if our steak is well done,
And "If it's not right, then the chef gets a jar."
The grim elevator-boy—O, what a change!
'Tis we who give orders, 'tis he must obey!
Yes, every one's pleasant—and isn't it strange
When Christmas is something like three weeks away?

## NEW MEMBERS

The following new members of the L. A. W. have been enrolled. 985—Harry Bedichimer, Philadelphia, Pa. 986—Sydney Massman, Philadelphia, Pa. 987—Jerome B. Craven, Philadelphia, Pa.

988—C. A. Dimon, Philadelphia, Pa.

989—Frank B. Marriott, Philadelphia, Pa. 990—H. S. Montgomery, Philadelphia, Pa.

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